

November 14, 2025

ADDENDUM 1 – JOB 23641

TO: All prospective bidders on Project INF-NH-4-052(104)141 and HEN-4-052(101)167, Job No. 23641 scheduled for the November 21, 2025 bid opening.

This addendum has been issued for the above referenced Job, Please see the attached summary from Michael E. Johnson, P.E. dated November 14, 2025 for an explanation of changes.

This addendum is to be incorporated into the bidder's proposal for this project. If there are bid item changes the AASHTOWare Project Bids files should be updated by downloading the addendum file from the Bid Express on-line bidding exchange at <http://www.bidx.com/> and load it into the AASHTOWare Project Bids program.



for PHILLIP MURDOFF, P.E. – CONSTRUCTION SERVICES ENGINEER
80: jwj
Enclosure

PLAN ADDENDUM SUMMARY AND APPROVAL

PROJECT INFORMATION		
Date: 11/12/2025	Project: INF-NH-4-052(104)141	PCN: 23641
Lead Designer: Hunter Waslaski (Minot District)	Technical Support:	
Bid Opening Date: 11/21/2025	Job Number: 23641	Addendum Number: 1

PLAN SHEET CHANGES		
Section	Sheet(s)	Description
1	1	Revised to 2025 Spec
2	1	Revised section 180 to include added sheets 4-7 and revised SP numbers to 2025 Spec
180	4-7	Added a State Option pit per contractor's request

SPECIAL PROVISION CHANGES		
SP Number	Page(s)	Description
SP 342(24)	1-3	Revised SP number to SP 123(25)
SP 343(24)	1-2	Revised SP number to SP 124(25)
SP 344(24)	1-19	Revised SP number to SP 125(25)

PROJECT INFORMATION		
Date: 11/12/2025	Project: HEN-4-052(101)167	PCN: 23153
Lead Designer: Daniel Kieffer (WSB)	Technical Support: Cavin Patch	
Bid Opening Date: 11/21/2025	Job Number: 23641	Addendum Number: 1

PLAN SHEET CHANGES		
Section	Sheet(s)	Description
6	2	Removed note 704-P02
8	1	Revised 704-1000 Traffic Control Signs and 704-1052 Type III Barricades quantities
100	1	Revised Traffic Control Device list with additional barricades and signs for phase 3 detour revision
100	6	Additional barricades and signs added to close local streets from work area during the phase 3 detour

BID ITEMS CHANGES					
Spec	Code	Description	Unit	Previous Quantity	Revised Quantity
704	1000	Traffic Control Signs	Unit	4865	4724
704	1052	Type III Barricades	Each	14	28

APPROVAL

for


Kirk J. Hoff, P.E. – Design Engineer

11/14/2025
Date

BID ITEMS

Projects: INF-NH-4-052(104)141 (PCN-23641) and HEN-INF-4-052(101)167 (PCN-23153)

Bidder must type or neatly print unit prices in numerals, make extensions for each item, and total. Do not carry unit prices further than three (3) decimal places.

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price		Amount	
						\$\$\$\$	000	\$\$\$\$	00
001	103	0100	CONTRACT BOND	L SUM	1.				
002	107	0100	RAILWAY PROTECTION INSURANCE	L SUM	1.				
003	107	0140	RAILROAD COORDINATION	L SUM	1.				
004	109	1000	E-TICKETING	L SUM	1.				
005	202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	6,858.				
006	202	0135	REMOVAL OF BITUMINOUS SURFACING	TON	30,609.				
007	202	0170	REMOVAL OF CULVERTS-ALL TYPES & SIZES	LF	190.				
008	203	0101	COMMON EXCAVATION-TYPE A	CY	11,610.				
009	203	0109	TOPSOIL	CY	4,191.				
010	203	0119	TOPSOIL-IMPORTED	CY	1,103.				
011	203	0138	COMMON EXCAVATION-SUBCUT	CY	3,605.				
012	203	0140	BORROW-EXCAVATION	CY	1,052.				
013	203	0237	SUBCUT AGGREGATE	TON	6,760.				
014	216	0100	WATER	M GAL	208.				
015	230	0125	SHOULDER PREPARATION	MILE	73.777				
016	230	0165	SUBGRADE PREPARATION-TYPE A-12IN	STA	6.				

BID ITEMS

Projects: INF-NH-4-052(104)141 (PCN-23641) and HEN-INF-4-052(101)167 (PCN-23153)

Bidder must type or neatly print unit prices in numerals, make extensions for each item, and total. Do not carry unit prices further than three (3) decimal places.

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price		Amount	
						\$\$\$\$	000	\$\$\$\$	00
017	251	0200	SEEDING CLASS II	ACRE	6.500				
018	251	2000	TEMPORARY COVER CROP	ACRE	6.500				
019	253	0101	STRAW MULCH	ACRE	13.				
020	255	0103	ECB TYPE 3	SY	107.				
021	256	0200	RIPRAP GRADE II	CY	48.				
022	260	0300	SILT FENCE	LF	2,151.				
023	260	0301	REMOVE SILT FENCE	LF	2,151.				
024	261	0112	FIBER ROLLS 12IN	LF	2,653.				
025	261	0113	REMOVE FIBER ROLLS 12IN	LF	172.				
026	302	0120	AGGREGATE BASE COURSE CL 5	TON	22,032.				
027	302	0356	AGGREGATE SURFACE COURSE CL 13	TON	692.				
028	401	0050	TACK COAT	GAL	111,702.				
029	401	0060	PRIME COAT	GAL	19,451.				
030	401	0070	FOG SEAL	GAL	1,299.				
031	401	0160	BLOTTER MATERIAL CL 44	TON	428.				
032	411	0100	MILLING PAVEMENT SURFACE	TON	26,122.				

BID ITEMS

Projects: INF-NH-4-052(104)141 (PCN-23641) and HEN-INF-4-052(101)167 (PCN-23153)

Bidder must type or neatly print unit prices in numerals, make extensions for each item, and total. Do not carry unit prices further than three (3) decimal places.

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price		Amount	
						\$\$\$\$	000	\$\$\$\$	00
033	411	0112	MILLING PAVEMENT SURFACE - 1 INCH	SY	3,410.				
034	430	0045	SUPERPAVE FAA 45	TON	1,526.				
035	430	0145	RAP - SUPERPAVE FAA 45	TON	120,590.				
036	430	1000	CORED SAMPLE	EA	718.				
037	430	5818	PG 58H-34 ASPHALT CEMENT	TON	7,338.				
038	624	3005	CONNECTION PLATE MODIFICATION	EA	8.				
039	702	0100	MOBILIZATION	L SUM	1.				
040	704	0100	FLAGGING	MHR	2,520.				
041	704	1000	TRAFFIC CONTROL SIGNS	UNIT	4,724.				
042	704	1048	PORTABLE RUMBLE STRIPS	EA	4.				
043	704	1052	TYPE III BARRICADE	EA	28.				
044	704	1060	DELINEATOR DRUMS	EA	68.				
045	704	1080	STACKABLE VERTICAL PANELS	EA	60.				
046	704	1185	PILOT CAR	HR	800.				
047	704	1500	OBLITERATION OF PAVEMENT MARKING	SF	210.				
048	706	0400	FIELD OFFICE	EA	1.				

BID ITEMS

Projects: INF-NH-4-052(104)141 (PCN-23641) and HEN-INF-4-052(101)167 (PCN-23153)

Bidder must type or neatly print unit prices in numerals, make extensions for each item, and total. Do not carry unit prices further than three (3) decimal places.

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price		Amount	
						\$\$\$\$	000	\$\$\$\$	00
049	706	0500	AGGREGATE LABORATORY	EA	1.				
050	706	0550	BITUMINOUS LABORATORY	EA	1.				
051	706	0600	CONTRACTOR'S LABORATORY	EA	1.				
052	709	0100	GEOSYNTHETIC MATERIAL TYPE G	SY	32,074.				
053	709	0155	GEOSYNTHETIC MATERIAL TYPE RR	SY	129.				
054	714	0615	PIPE CONC REINF 24IN CL III	LF	12.				
055	714	4105	PIPE CONDUIT 24IN	LF	71.				
056	714	4115	PIPE CONDUIT 36IN	LF	76.				
057	714	9660	REMOVE & RELAY END SECTION-ALL TYPE & SIZES	EA	2.				
058	754	0110	FLAT SHEET FOR SIGNS-TYPE XI REFL SHEETING	SF	101.200				
059	754	0112	FLAT SHEET FOR SIGNS-TYPE IV REFL SHEETING	SF	161.800				
060	754	0206	STEEL GALV POSTS-TELESCOPING PERFORATED TUBE	LF	495.900				
061	754	0592	RESET SIGN PANEL	EA	5.				
062	754	0805	OBJECT MARKERS - CULVERTS	EA	6.				
063	760	0025	SINUSOIDAL RUMBLE STRIP - ASPHALT SHOULDER	MILE	67.800				
064	760	0027	SINUSOIDAL RUMBLE STRIP - ASPHALT CENTERLINE	MILE	44.412				

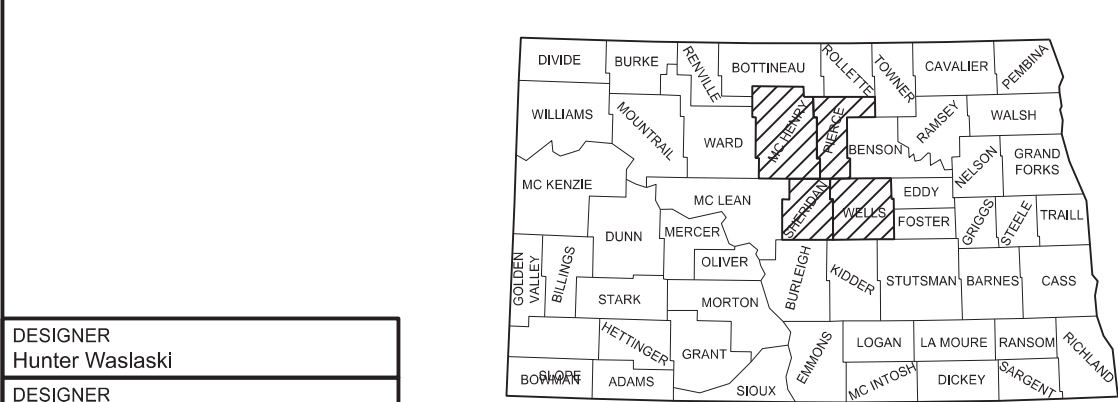
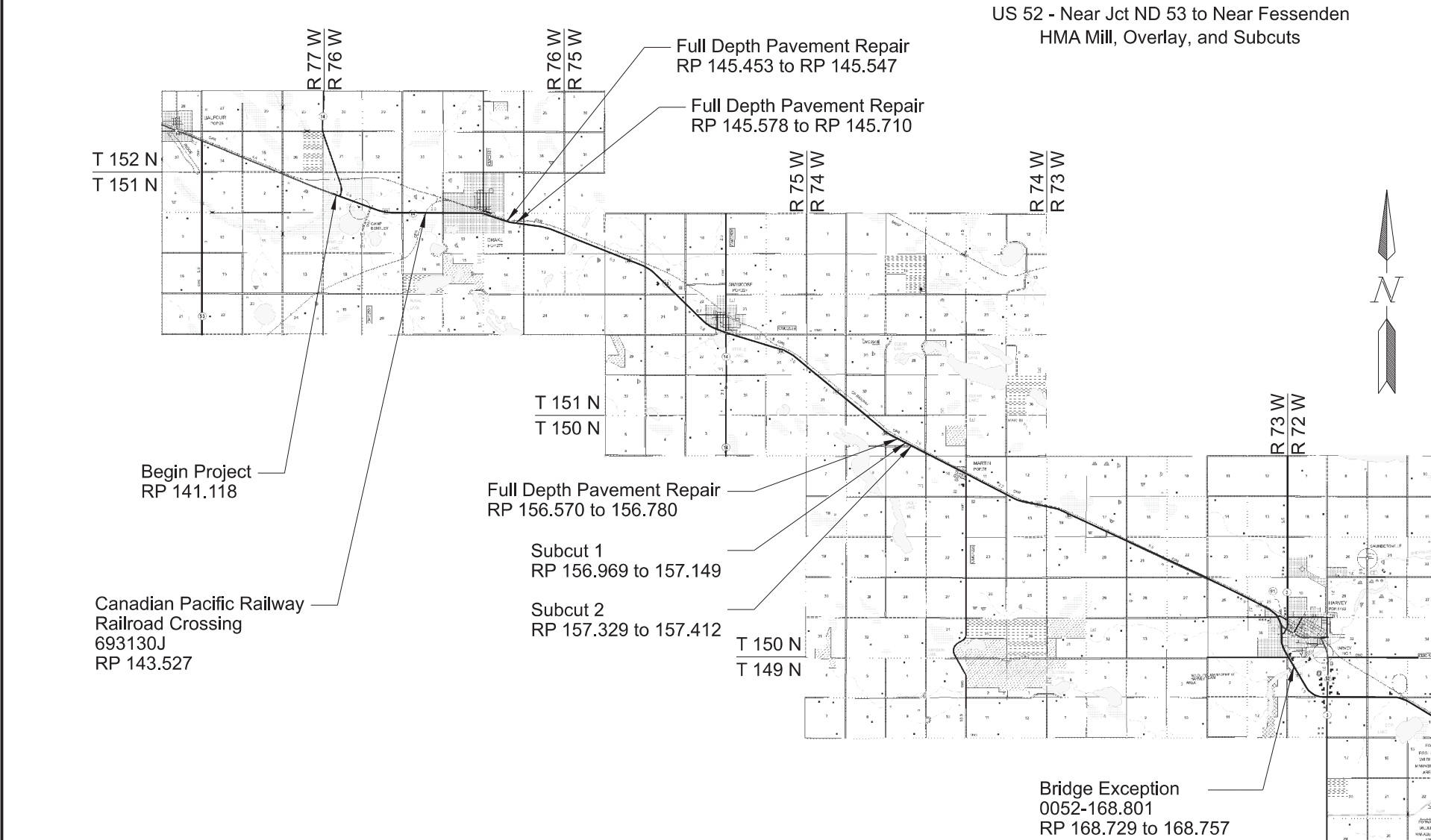
BID ITEMS

Projects: INF-NH-4-052(104)141 (PCN-23641) and HEN-INF-4-052(101)167 (PCN-23153)

Bidder must type or neatly print unit prices in numerals, make extensions for each item, and total. Do not carry unit prices further than three (3) decimal places.

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price		Amount	
						\$\$\$\$	000	\$\$\$\$	00
065	762	0112	EPOXY PVTM MK MESSAGE	SF	265.				
066	762	0113	EPOXY PVTM MK 4IN LINE	LF	8,007.				
067	762	0114	EPOXY PVTM MK 6IN LINE	LF	416,458.				
068	762	0115	EPOXY PVTM MK 8IN LINE	LF	212.				
069	762	0117	EPOXY PVTM MK 24IN LINE	LF	48.				
070	762	0432	SHORT TERM 6IN LINE-TYPE NR	LF	214,992.				
071	764	0131	W-BEAM GUARDRAIL	LF	515.600				
072	764	0145	W-BEAM GUARDRAIL END TERMINAL	EA	8.				
073	764	0151	REMOVE W-BEAM GUARDRAIL & POSTS	LF	965.200				
074	764	1050	RESET W-BEAM GUARDRAIL	LF	400.				
075	764	2081	REMOVE END TREATMENT & TRANSITION	EA	8.				
076	770	0220	CABLE TRENCH-TYPE II	LF	1,085.				
077	770	0445	MULTIPLE UNDERGROUND CABLE 3NO6 STYLE USE	LF	1,125.				
			TOTAL SUM BID						

DESIGN DATA				
Traffic	Average Daily			
Current 2023	Pass: 1005	Trucks: 585	Total: 1590	
Forecast	Pass:	Trucks:	Total:	
Clear Zone Distance:		Design Speed:		
Minimum Sight Dist. for Stopping:		Bridges:		
Sight Dist. for No Passing Zone:				
Pavement Design Life (years)				
Design Accumulated One-way		ESALs:		



DESIGNER
Hunter Waslaski
DESIGNER
DESIGNER

STATE COUNTY MAP

NORTH DAKOTA

DEPARTMENT OF TRANSPORTATION

INF-4-052(104)141
McHenry, Pierce, Sheridan & Wells Counties
US 52 - Near Jct ND 53 to Near Fessenden
HMA Mill, Overlay, and Subcuts

	STATE	PROJECT NO.	PCN	SECTION NO.	SHEET NO.
	ND	INF-4-052(104)141	23641	1	1

GOVERNING SPECIFICATIONS	Date Published and Adopted by the North Dakota Department of Transportation
Standard Specifications	7/1/2025
Supplemental Specifications	NONE

PROJECT NUMBER \ DESCRIPTION	NET MILES	GROSS MILES
INF-4-052(104)137	44.521	44.521
Bridge Exception	0.028	
Bridge Exception	0.028	
Total	44.465	44.521

ND DEPARTMENT OF TRANSPORTATION
MINOT DISTRICT ENGINEER
Korby Seward 11/13/25

MINOT DISTRICT

CHAD E. BEGGS
REGISTERED
PROFESSIONAL
ENGINEER
NORTH DAKOTA

TABLE OF CONTENTS						STATE	PROJECT NO.	SECTION NO.	SHEET NO.
						ND	NH-4-052(104)141	2	1
PLAN SECTIONS			LIST OF STANDARD DRAWINGS						
Section	Page(s)	Description	Number	Description					
1	1	Title Sheet	D-101-1, 2,3,4	NDDOT Abbreviations					
2	1	Table of Contents	D-101-10	NDDOT Utility Company and Organization Abbreviations					
4	1 - 2	Scope of Work	D-101-20, 21	Line Styles					
6	1 - 3	Notes	D-101-30, 31,32,33	Symbols					
8	1 - 2	Quantities	D-704-7	Breakaway Systems For Construction Zone Signs - Perforated Tube					
10	1 - 6	Basis of Estimate	D-704-8	Breakaway Systems For Construction Zone Signs - U-Channel Post					
20	1 - 4	General Details	D-704-9	Construction Sign Details - Terminal And Guide Signs					
30	1 - 20	Typical Sections	D-704-10	Construction Sign Details - Regulatory Signs					
100	1 - 2	Work Zone Traffic Control	D-704-11, 11A	Construction Sign Details - Warning Signs					
110	1 - 7	Signing	D-704-13	Barricade And Channelizing Device Details					
130	1 - 3	Guardrail	D-704-14	Construction Sign Punching And Mounting Details					
170	1 - 2	Bridges and Box Culverts	D-704-15	Road Closure Layouts					
180	1 - 7	Pit Plats and Borrow Areas	D-704-20	Terminal And Seal Coat Sign Layouts					
			D-704-22	Construction Truck And Temporary Detour Layouts					
			D-704-26	Miscellaneous Sign Layouts					
			D-704-27	Mobile Operation (Pavement Marking)					
			D-704-33	Two-Lane Roadway Portable Rumble Strips					
			D-704-50	Portable Sign Support Assembly					
			D-704-56	Mobile Operation - Grinding Shoulder Rumble Strips					
			D-706-1	Bituminous Laboratory					
			D-754-10	Arrow Details for Lane Control and Arrow-Per-Lane Signs					
			D-754-23	Perforated Tube Assembly Details					
			D-754-24, 25	Mounting Details Perforated Tube					
			D-754-24A	Breakaway Coupler System For Perforated Tubes					
			D-754-27	Sign Punching, Stringer and Support Location Details Regulatory, Warning and Guide Signs					
			D-754-74	Sign Punching, Stringer and Support Location Details - Route Marker Signs					
			D-754-87	Sign Punching, Stringer And Support Location Details For Street Name Signs And 911 Signs					
			D-760-3	Rumble Strips Undivided Highways (Shoulders 4' Or Greater)					
			D-760-4	Rumble Strips Undivided Highways (Shoulders Less Than 4')					
			D-762-4	Pavement Marking					
			D-762-5	Pavement Marking for Standard 90 Degree Flared Intersection-(No Center Left Turn Lane on Major Road)					
			D-762-6	Pavement Marking for Standard 90 Degree Flared Intersection - (Center Left Turn Lane on Major Road)					
			D-762-11	Short-Term Pavement Marking					
			D-764-1	W-Beam Guardrail General Details					
			D-764-5	Sequential Kinking Terminal					
			D-764-6	Flared Energy Absorbing Terminal					
			D-764-10	Thrie Beam Transition To Double Box Beam Retrofit					
SPECIAL PROVISIONS									
Number	Description								
SSP 4	Longitudinal Joint Density								
PSP 78(24)	Permits and Environmental Considerations								
SP 123(25)	E-Ticketing (Mandatory)								
SP 124(25)	Railroad Requirements								
SP 125(25)	Flexible Pavement Surface Tolerance 2 attempts								

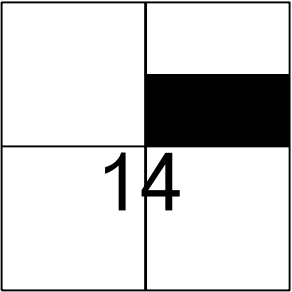
	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
	ND	INF-NH-4-052(104)141& TIED	180	4

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

TEST HOLE PLAT

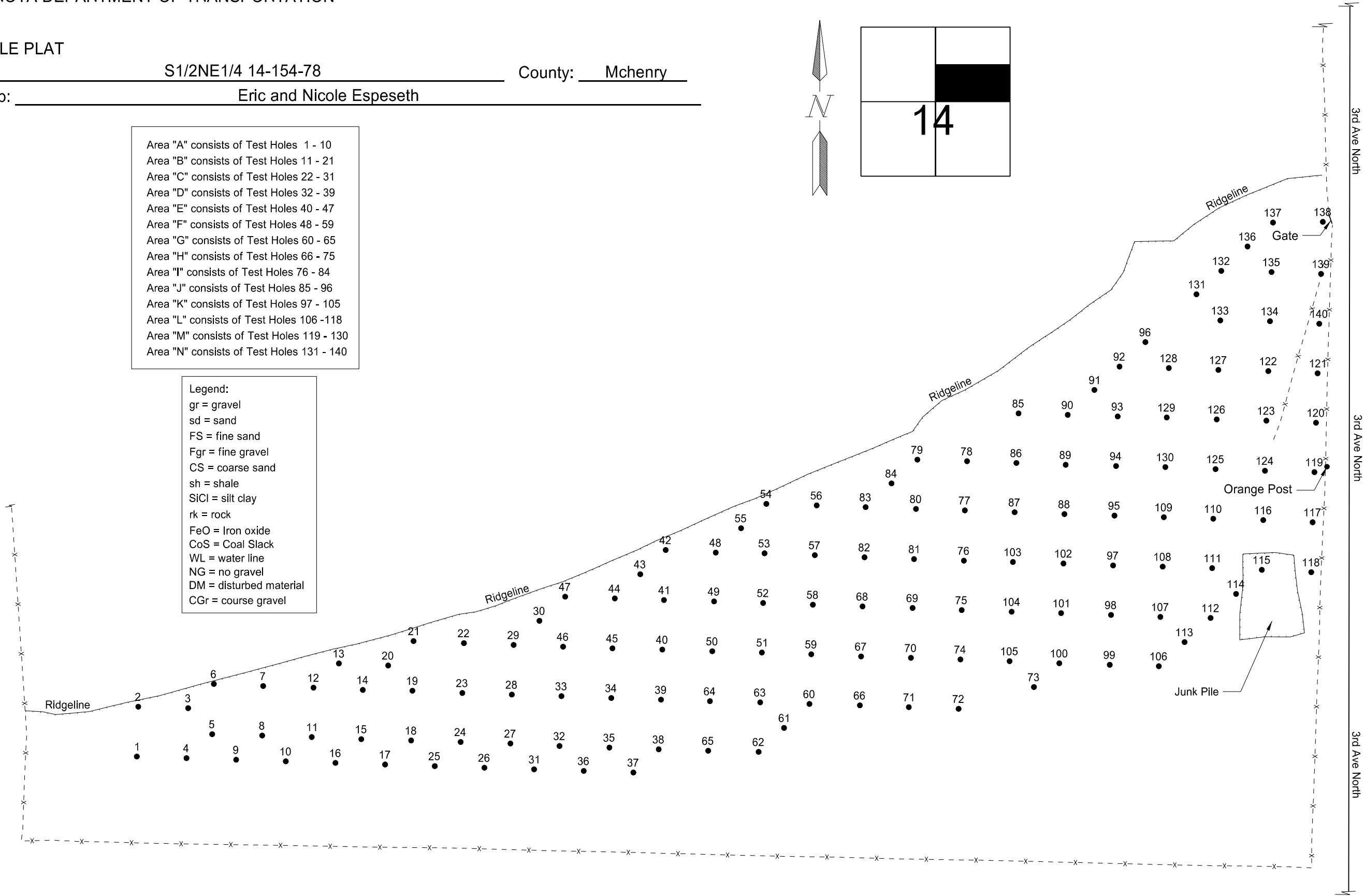
Location: S1/2NE1/4 14-154-78 County: Mchenry
Ownership: Eric and Nicole Espeseth

LOCATION OF PIT IN SECTION



Area "A" consists of Test Holes 1 - 10
Area "B" consists of Test Holes 11 - 21
Area "C" consists of Test Holes 22 - 31
Area "D" consists of Test Holes 32 - 39
Area "E" consists of Test Holes 40 - 47
Area "F" consists of Test Holes 48 - 59
Area "G" consists of Test Holes 60 - 65
Area "H" consists of Test Holes 66 - 75
Area "I" consists of Test Holes 76 - 84
Area "J" consists of Test Holes 85 - 96
Area "K" consists of Test Holes 97 - 105
Area "L" consists of Test Holes 106 -118
Area "M" consists of Test Holes 119 - 130
Area "N" consists of Test Holes 131 - 140

Legend:
gr = gravel
sd = sand
FS = fine sand
Fgr = fine gravel
CS = coarse sand
sh = shale
SiCl = silt clay
rk = rock
FeO = Iron oxide
CoS = Coal Slack
WL = water line
NG = no gravel
DM = disturbed material
CGr = course gravel



Scale 1"=200'

																										STATE	PROJECT NO.		SECTION NO.	SHEET NO.	
																										ND	INF-NH-4-052(104)141 & Tied		180	5	
PIT LOGGING BY TEST HOLES								PIT LOGGING BY TEST HOLES								PIT LOGGING BY TEST HOLES								PIT LOGGING BY TEST HOLES							
Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole	Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole	Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	Bottom of Test Hole	Test Hole No.	Depth of Stripping (Ft)	Depth of Material (Ft)	% Retained on 1½" Screen	% Retained on ¾" Screen	% Retained on 3/8" Screen	% Retained on #4 Screen	
1	1.0	5.0 gr	0	9	24	39	+cave	18	1.0	2.0 gr	1	6	13	24	SiCl	36	1.0	5.5 gr	6	18	30	40	+cave	54	0.0	8.5 gr	3	15	30	45	sd
		2.0 CGr								1.0 Fgr								1.0 sd								0.5 Fgr					
		6.0 gr								10.0 gr								3.5 gr								2.0 gr					
2	0.5	11.5 gr	1	9	25	42	+cave			2.0 Fgr								1.0 Fgr								1.5 Fgr					
3	0.0	1.0 gr	1	9	22	39	+cave			1.0 gr						37	1.0	8.0 gr	3	13	27	40	SiCl	55	0.0	9.0 gr	3	12	23	33	+cave
		2.0 Fgr						19	2.0	3.0 sd	1	11	25	40	+cave			2.0 Fgr								1.0 Fgr					
		8.0 gr								10.0 gr								3.5 gr								3.0 CS					
4	1.5	0.5 gr	1	9	18	30	SiCl	20	2.0	9.0 gr	2	14	27	40	+cave	38	1.0	8.0 gr	6	19	35	47	SiCl			1.5 Fgr					
		1.0 gr						21	0.0	3.0 CGr	4	17	32	47	+cave			1.0 Fgr								1.0 sd					
		1.0 sd								7.0 gr								5.0 gr								0.5 Fgr					
		2.0 Fgr						22	1.0	8.0 gr	3	14	26	36	+cave	39	2.0	6.0 gr	1	12	24	37	SiCl	56	2.0	6.5 gr	3	17	29	40	sd
		9.0 gr						23	2.0	3.0 sd	1	5	11	20	SiCl			2.0 Fgr								0.5 sd					
5	2.0	1.0 gr	3	13	23	36	SiCl			6.5 gr								1.0 sd								2.5 gr					
		2.0 CGr						24	1.0	11.0 gr	1	10	19	29	+cave			1.0 gr								0.5 sd					
		10.0 gr						25	1.0	1.0 FS	2	11	19	27	+cave			2.0 Fgr								1.0 Fgr					
6	1.0	8.0 gr	1	12	26	39	+cave			1.0 Fgr						40	3.0	4.0 gr	1	13	26	39	sd	57	3.0	2.5 FS	1	4	12	19	sd
7	2.0	1.0 gr	1	8	19	31	+cave			5.5 gr								1.0 Fgr								2.5 gr					
		2.0 sd								1.5 Fgr								2.0 gr								4.5 Fgr					
		11.0 gr								2.0 gr						41	3.0	7.0 gr	1	9	23	42	+cave	58	2.0	7.0 gr	3	13	25	40	sd
8	1.0	2.0 gr	1	11	21	33	SiCl			1.0 CS						42	0.0	9.0 gr	1	12	24	37	sd			2.0 Fgr					
		1.5 sd						26	2.0	6.0 gr	2	14	23	33	+cave			2.0 Fgr						59	2.0	11.5 gr	3	12	26	44	+cave
		5.5 gr								3.0 Fgr						43	0.5	8.5 gr	1	10	23	41	sd			0.5 Fgr					
		1.0 Fgr								1.0 FS								1.0 Fgr						60	2.0	8.0 gr	6	18	33	47	+cave
		5.5 gr						27	1.0	8.0 gr	0	12	21	29	+WL14.0	44	2.0	5.0 gr	4	12	24	34	sd	61	2.0	6.0 gr	3	18	34	50	+cave
9	1.0	3.0 gr	2	13	22	32	+cave			4.0 FS								2.0 Fgr						62	1.0	8.0 gr	2	8	22	37	+cave
		2.0 sd								1.0 CGr						45	2.0	4.5 gr	1	6	17	31	sd	63	2.0	8.0 gr	3	15	32	46	+cave
		6.0 gr						28	2.0	4.0 FS	2	7	17	27	+cave			3.5 Fgr						64	2.0	12.0 gr	4	17	32	48	+cave
10	1.0	1.0 Fgr	2	11	22	34	+cave			7.0 gr						46	2.0	4.0 gr	5	13	24	35	sd	65	1.0	7.0 gr	4	18	37	54	+cave
		9.0 gr						29	1.0	6.0 gr	1	3	13	28	+cave			2.0 Fgr						66	2.0	8.0 gr	5	18	33	48	+cave
11	0.5	13.5 gr	2	9	20	33	+cave			1.0 Fgr								1.0 gr						67	2.0	6.0 gr	1	14	30	46	+cave
12	0.5	1.5 sd	1	11	25	37	+cave			1.0 FS								1.5 Fgr						68	2.0	9.0 gr	3	14	28	41	+cave
		10.0 gr						30	0.0	7.5 gr	0	4	16	30	+cave	47	0.0	9.0 gr	3	5	22	35	+cave	69	1.5	7.5 gr	1	9	24	40	sd
13	0.5	0.5 sd	2	10	22	36	+cave			0.5 Fgr								5.0 Fgr								1.0 Fgr					
		7.0 gr								3.0 FS						48	0.0	6.0 gr	3	18	29	42	sd	70	1.0	8.0 gr	3	10	29	43	+cave
		1.0 CS						31	3.0	3.5 gr	3	11	24	38	+cave			1.0 Fgr						71	0.5	11.5 gr	1	10	22	33	SiCl
		3.0 gr								0.5 Fgr						49	2.5	5.5 gr	4	11	21	32	SiCl			1.0 Fgr					
14	2.0	3.5 sd	1	9	14	28	+cave			5.0 gr								3.0 Fgr								1.0 sd					
		7.5 gr						32	1.0	8.0 gr	8	23	39	49	FS	50	2.0	10.0 gr	5	17	32	47	+cave			1.0 Fgr					
15	0.5	14.5 gr	0	6	17	29	SiCl	33	4.5	4.5 gr	1	14	25	38	+cave	51	1.5	12.0 gr	5	14	28	41	+cave								
16	0.5	9.5 gr	1	6	18	33	SiCl			3.0 Fgr						52	3.0	4.0 gr	1	12	21	30	+cave								
		2.0 Fgr								1.0 sd								4.0 Fgr													
		2.0 gr						34	3.0	6.0 gr	7	15	25	37	+cave			1.5 sd													
17	1.0	10.0 gr	1	9	21	35	SiCl			1.0 Fgr						53	2.0	0.5 Fgr													
		2.0 Fgr								2.0 sd								2.0 sd	4	11	20	30	+cave								
		1.0 gr								1.0 gr								6.0 gr													
								35	1.5	13.5 gr	3	15	29	44	+cave			3.0 Fgr													

[illegible]

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

Job 23641, INF-NH-4-052(104)141 & INF-HEN-4-052(101)167

HMA Mill, Overlay, Subcuts, Embankment, Aggregate Base, Culverts, Riprap &
Incidentals

INDEX OF PROVISIONS

Road Restriction Permits

Hot Line Notice

Price Schedule for Miscellaneous Items dated January 3, 2025 (PS-1)

E.E.O. Affirmative Action Requirements dated March 15, 2014

Required Contract Provisions Federal Aid Construction Contracts
(Form FHWA 1273 Rev. October 23, 2023)

SP Certified Payrolls, dated 3-7-24

SP Project Payment Reporting

NOTICE - Electrician

Labor Rates from U.S. Department of Labor dated May 30, 2025 (Mod. No. 1)

On-The-Job Training Program 2025

SSP 1 Temporary Erosion & Sediment Best Management Practices

SSP 4 Longitudinal Joint Density

SSP 5 Limitations of Operations

SSP 8 Federal Prohibition on Certain Technological Hardware

SSP 11 Buy America

SSP 12 Public Liability and Property Damage Insurance

SP 123(25) E-ticketing (Mandatory)

SP 124(25) Railroad Requirements

INDEX OF PROVISIONS

Page 2 of 2

SP 125(25) Flexible Pavement Surface Tolerance 2 attempts

PSP 78(24) Permits and Environmental Considerations

Materials Pit List & Material Source Certificate

SP Fuel Cost Adjustment Clause dated September 8, 2006

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

E-Ticketing (Mandatory)

PROJECT 4-052(104)141 – PCN 23641

DESCRIPTION

This work consists of providing electronic material tickets (E-Ticket) for all loads of aggregate, and Hot Mix Asphalt (HMA) delivered to the project. For materials under 2,000 tons, a paper ticket will be accepted according to Section 109.01 J, "Weighted Materials".

CONSTRUCTION REQUIREMENTS

A. General.

30 days before project start confirm that the material suppliers E-Tickets are compatible with the Department's Electronic Ticketing portal (Haulhub).

If necessary, create a programming interface to integrate with the Department's E-Ticketing Portal. Utilize the interface to provide electronic data from the load read-out weighing system at the material source in a manner that is readable by the Department's E-ticketing Portal. Haulhub will be available to coordinate the interface with the Contractor and Subcontractors.

As E-Tickets are generated, submit them to the Department using the Department's Electronic Ticketing Portal.

Payment for material weight delivered to the project will be based upon the eTickets marked "Delivered."

Do not reissue or reprint tickets that have been marked "Delivered," "Pending," or "Rejected" without first notifying the Engineer. The Engineer may reject a reissued or reprinted ticket at their discretion. When a reissued or reprinted ticket is rejected, payment will be based upon the original ticket. When a load is rejected, the Engineer will notify the Contractor that all or a portion of the load was rejected.

The Department will reject any load that does not have a corresponding E-Ticket unless the cause is beyond the Contractor's control. In such circumstances paper tickets may be permitted at the discretion of the Engineer.

B. Calibration and Testing.

Before beginning the project conduct a test of each supplier's integration with the Department's Electronic Ticketing Portal before shipping material. Complete the test at least 15 days before shipping material.

Provide at least 5 calibration E-Tickets from each supplier to be used for the project. The calibration E-Tickets must accurately record the ticket information found in the ticket information below. Mark all categories "TEST". After the Engineer confirms the calibration E-

Tickets are entered correctly into the Department's E-Ticketing Portal, void the E-Ticket with the reason being "Department Calibration Test".

C. Ticket Information.

1. General Information.

Provide the following information on each E-Ticket:

1. Ticket Number
2. DOT Project Number or DOT Project Control Number (PCN);
3. Date;
4. Name of Contractor or Sub Contractor;
5. Time of loading;
6. Unique Truck ID;
7. Maximum Gross Vehicle Weight;
8. Material type identified by pay item name;
9. Unit of Measurement
10. Time of Delivery
11. A place for comment
12. A running total of the material placed that day.

2. Weighted Materials.

Provide the following information for each E-Ticket for weighted materials:

1. Gross weight (if not automatic weighed).
2. Tare weight (if not automatic weighed).
3. Net weight.
4. Mix design number.

Measurements of weighted material is to the 0.1 ton of the material.

D. Summary Sheet.

For material paid for by weigh, provided an electronic daily haul summary.

- (1) NDDOT project number or NDDOT PCN (whichever is used on the weigh tickets)
- (2) Delivery date
- (3) Contractor and Subcontractor if applicable
- (4) Pit location and owner
- (5) Identification number of truck
- (6) Each load's net weight and ticket number, with justification for out of sequence numbers
- (7) Material type identified by pay item name
- (8) Total weight of material delivered to the project
- (9) Weight of material voided or "rejected" for the day
- (10) Weight of the day's production
- (11) A signed statement from the Contractor attesting to the accuracy and completeness of the facts represented. A signed statement from a subcontractor or supplier attesting to the accuracy and completeness of the facts represented is required if they operate the scales. The statement shall consist of the following language: "I certify the Daily Haul Summary is true, accurate, and complete."
- (12) Blank for the Engineer's signature. Include the following language: "I certify the Daily Haul Summary has been reviewed, corrected as necessary, and approved."
- (13) Place for comments

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

Pay Item	Pay Unit
E-Ticketing	LSUM

Payment for E-Ticketing will be based on the following table:

Activity	Amount Earned
Completion of the Calibration and Testing	50%
Final Material Delivery	50%

Such payment is full compensation for furnishing all materials, equipment, labor, and incidentals to complete the work as specified.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION SPECIAL PROVISION

RAILROAD REQUIREMENTS CPKC

Project # NH-4-052(104)141 – PCN 23641

DESCRIPTION

This Special Provision and attachments replace the requirements of Section 107.13 “Railroad Provisions” and outlines the Contractor’s coordination requirements with Soo Line Railroad Company doing business as Canadian Pacific Kansas City (CPKC). Portions of the attachments may apply to both the prime contractor and subcontractors. It is the prime contractor’s responsibility to ensure subcontractor compliance with the requirements.

ATTACHMENTS

RIGHT OF ENTRY LICENSE AGREEMENT
FLAGGING REQUEST FORM

CONTRACTOR RESPONSIBILITIES

A. General.

Upon execution of the construction contract with the Department, coordinate with CPKC as outlined in the Right of Entry License Agreement and execute a copy of the agreement. Submit copies of all correspondence with CPKC to the Engineer within one business day of receipt.

Project delays incurred by the Contractor based on CPKC enforcing its authority under Section 3.4 of the Right of Entry License Agreement will be considered a non-excusable delay as specified in Section 108.06 B.6, “Non-Excusable Delays”. Any other delays incurred by the Contractor arising from this agreement will be evaluated by the Engineer as either excusable, non-compensable; excusable, compensable; or non-excusable based on the circumstances of the specific delay.

Payments required by the Contractor to CPKC for train delays or damage to the railway property shall be borne by the Contractor and are not reimbursable by the Department to the Contractor.

B. Railroad Flagging.

CPKC will bill the Contractor for railroad flagging costs.

C. Railroad Protective Liability Insurance.

This project crosses the Canadian Pacific Kansas City Railway at RR MP 419.94. The type of work that will be performed within the railroad right of way is an asphalt mill and overlay. Direct inquiries regarding protective liability insurance to:

BRIAN OSBORNE
Manager Public Works
Canadian Pacific Kansas City Railroad
120 South 6th Street, Suite 700,
Minneapolis, MN 55402
612-330-4555 off.
brian_osborne@cpkcr.com

Obtain information regarding crossing number 693130J from the Federal Railroad Administration website: <http://safetydata.fra.dot.gov/Officeofsafety/>

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

A. Railroad Protective Liability Insurance.

Include the cost of railroad insurance in the contract unit price for "Railway Protection Insurance." Upon receiving proof of approval of the policies by the railroad company, the Department will pay the Contractor the lump sum contract unit price.

B. Railroad Coordination.

Include all costs associated with CPKC flagging and coordination with CPKC and compliance with the contents of this Special Provision and attachments in the contract unit price for "Railroad Coordination." The Department will pay for one-half of this item upon receipt of a copy of an executed Right of Entry License Agreement and the remaining half upon completion of the project.

ATTACHMENTS

RIGHT OF ENTRY LICENSE AGREEMENT

FLAGGING REQUEST FORM

RIGHT OF ENTRY LICENSE AGREEMENT

THIS LICENSE AGREEMENT (this “**Agreement**”) is made by and between **Soo Line Railroad Company** doing business as Canadian Pacific and Add Your Company Name.

1. PARTIES

SOO LINE RAILROAD COMPANY, a Minnesota corporation doing business as Canadian Pacific with general offices at:

Address	Contact Info	
Canadian Pacific Plaza 120 South 6th St. – Suite 700 Minneapolis, Minnesota 55402	Name:	Greda Lynn
	Phone:	(612) 258-6619
	Fax:	
	Email:	Gro0080@cpr.ca

hereinafter called “**CP**,”

and Add Your Company Name, a whose address is:

Address	Contact Info	
Add Your Address	Name:	Your Name
	Phone:	
	Fax:	
	Mobile:	
	Email:	

hereinafter called “**Licensee**.”

2. PROPERTY; SCHEDULE; GRANT OF LICENSE

2.1 Property

CP hereby grants Licensee a license to enter in and upon certain property owned or controlled by CP in Add Your City Location, Add Your State Location near railroad mile post Add MP +/- on the Add Subdivision Subdivision, as shown upon the map labeled **Exhibit A** that is attached hereto and made a part hereof (the “**Property**”)

2.2 Work Schedule

for the sole for the purpose of performing, generally, the following activities: Add a Detailed description of your Work/Project (the “**Work**”), as detailed in Licensee’s plans, specifications and special provisions. The Work is subject to approval by CP’s authorized representative.

2.3 Grant of License

This license is granted subject to all the terms and conditions set forth below and applies to all Work and activities upon the Property that may be performed by Licensee through its employees, agents, and contractors. For the purposes of this Agreement, the actions and omissions of such employees, agents, and contractors shall be deemed the actions and omissions of Licensee.

2.4 Agreement to be Available at Work Site

Licensee shall keep a copy of this Agreement at the Work site and shall make it available upon demand by any employee or agent of CP.

3. TERM, EFFECTIVE DATE, EXPIRATION & TERMINATION

3.1 Term

The term of this Agreement shall

Commence at 12:01 am on **Add Your Start Date, 2020** (the “Commencement Date”); and

Expire at 11:59 pm on **Add Your End Date, 2020** (the “Expiration Date”)

the “Term.” Upon agreement between CP and Licensee, the Term may be lengthened or shortened without affecting any other provisions of this Agreement.

3.2 Effective Date

This Agreement shall be effective upon the date that it has been signed by both parties.

3.3 Expiration

This Agreement will expire at the Expiration Date, or when the Work is completed, whichever occurs first. Notwithstanding any other provision of this Agreement, the preceding sentence shall not terminate or limit any claim by CP against Licensee arising prior to the Expiration Date. If the Work includes monitoring wells, and if such wells remain on the Property after the Expiration Date, this Agreement shall remain in effect for those wells until the earlier of the following:

- (i) the date they are properly closed (i.e., sealed and abandoned in accordance with applicable legal requirements) by Licensee or
- (ii) the date CP assumes ownership of such wells pursuant to section 10.8.

3.4 TERMINATION; EXCLUSION

NOTWITHSTANDING ANYTHING TO THE CONTRARY CONTAINED HEREIN, this Agreement is terminable by CP prior to the Expiration Date in the event Licensee breaches any of its obligations under this Agreement. The early termination of this Agreement shall not terminate or limit any claim by CP against Licensee arising prior to such termination. If Licensee is in breach of any of its obligations under this Agreement, any employee or agent of CP may order Licensee off the Property, in which case Licensee shall immediately leave the Property; moreover, Licensee shall leave the property immediately upon termination pursuant to this paragraph.

4. PAYMENTS

4.1 License Fee

In consideration of the permissions herein granted, Licensee shall with its execution hereof pay to CP the sum of **One Thousand Five Hundred Dollars (\$1,500.00)**.

4.2 Utilities

Licensee shall assume and timely pay for any gas, electrical, telephone, computer, sewer, water, storm water, waste or trash removal or any other service or commodity connected with the Work, collectively “Utility Service.” If any Utility Service fee is in common with CP or other parties, Licensee shall be liable for its proportionate share of any such Utility Service Fee and upon receipt of a bill therefor, promptly pay CP or such other party for its share. It shall be a default of the terms of this license if it can be shown that Licensee has not made such payments within 30 days if due to CP, or within 60 days if payable to any other party.

4.3 Mechanics' And Materialmen's Liens

If any mechanics' or materialmen's lien, or similar lien, is asserted against the Property, or any other property of CP, as a consequence of the Work, Licensee shall immediately satisfy, defend, or obtain the release of such lien, all at Licensee's expense, and Licensee shall indemnify and defend CP against any Claims arising out of or connected with such lien.

4.4 Additional Charges

Licensee shall within 30 days of receipt of a bill therefor, pay to CP costs for flagging, track changes or damage, or other such charges as may be provided by this Agreement or that CP may reasonably impose in connection with Licensee's Work.

4.5 Due Dates; Penalties; Other Charges

4.3.1 Due Dates

Any item, submission or payment required to be made shall be deemed timely made if received by the other party on or before the specified due date, or prior to expiration of the applicable period for compliance, submission or payment.

4.3.2 Late Fees

In addition to any amounts payable by Licensee to CP, Licensee shall pay CP a late fee for any payment not timely made by Licensee. The late fee shall be at the rate for overdue accounts set by CP's Accounting Department that is in effect at the time that any such payment is due. Said late fee shall initially be an amount equal to 1% of the invoice amount per month.

4.3.3 Fines and Service Fees

In addition to any other amounts payable by Licensee to CP, Licensee shall pay CP for any bank fines or service incurred by it in connection with the handling, non-payment, return or currency conversion incurred by CP in connection with processing of any payment made by Licensee to CP.

4.6 Work At No Cost To CP

The Work completed by Licensee shall be performed at no cost to CP.

5. CONTACT, NOTICES, ETC.

5.1 Contact Persons; Communications

Communications pursuant to this Agreement shall be directed to the contact persons designated in Section 1 or their designees. Either party may change its contact person, or the address(es), telephone number, or fax number for the contact person, by notice to the other party.

5.2 Notices

Except as otherwise provided in this Agreement, all notices pursuant to this Agreement shall be in writing and shall be effective upon delivery to the address or fax number of the contact person for the party to whom notice is being given. If notice is given by fax, the notice shall not be deemed effective until received in legible form.

5.3 Notification Prior To Beginning Work

Licensee must notify CP's contact person by telephone at least three working days prior to beginning any separate phase of the Work, and again promptly after such phase of the Work has been completed.

6. PERMITTED & PROHIBITED USES; RIGHTS OF CP

6.1 Permitted Uses

6.1.1 The Work

The use of Property by Licensee shall be limited to the completion of the Work set forth in Section 2.2., or such other activities as may be approved by CP in writing.

6.1.2 Government Authorities

Licensee may permit governmental authorities other than Licensee with jurisdiction over the Work to enter the Property for the purpose of inspecting or monitoring the Work. Whenever possible, Licensee shall advise CP (by telephone or other means calculated to bring the matter to CP's immediate attention) prior to permitting such governmental authorities to enter the Property for such purposes. The actions and omissions of such governmental authorities while on the Property for such inspections and monitoring shall be deemed the actions and omissions of Licensee. Licensee is not authorized to permit governmental authorities other than Licensee to enter the Property for any other purpose.

6.2 Prohibited Uses and Activities

Licensee shall not use, occupy or permit the Property to be used for any purpose, activity or improvement except as provided in this Agreement or as may be approved of in writing by CP. Specifically, Licensee shall not:

6.2.1 Advertising

permit any advertisements or signs upon the Property;

6.2.2 Use of Hazardous Substances

without prior written disclosure to and approval by CP, Use or authorize the Use of any Hazardous Substance on the Property, including installation of any above or underground storage tanks; subject thereto, Licensee shall arrange at its own cost for the lawful transportation and off-site disposal of any and all Hazardous Substances that it shall Use or generate;

6.2.3 Use of Premises for waste treatment or as storage or disposal facility

cause or allow the Property or any of CP's adjacent property to become a hazardous waste treatment, storage or disposal facility within the meaning of, or to otherwise bring any such property within the ambit of the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 et seq. or any similar state statute or local ordinance; or

6.2.4 Subleasing is prohibited

sublease the Property or the permissions or rights herein granted in any manner or form.

6.3 Reservations and Rights of CP

6.3.1 Railroad Activities Take Priority over Work

All Work by Licensee shall always and all times be subordinate to the needs of CP in connection with the operation and movement of railroad trains and equipment, and the repair of railroad track, structures, communications and appurtenances thereto.

6.3.2 Reservation of prior and future uses not inconsistent with Licensee's activities

The rights herein granted to Licensee are subject to the rights granted in all other licenses, permits and easements for tracks, roads, walkways, poles, wires, pipelines, sewers, billboards and other improvements that exist or may be placed upon, across, above or underneath the Property by CP, or its employees, agents, licensees, grantees, representatives or invitees. Further, CP reserves unto itself the right to place (or to give others the right to place) additional tracks, roads, walkways, poles, wires, pipelines, sewers and billboards upon, across, above or underneath the Property in any manner that does not unreasonably interfere with Licensee's Work.

6.3.3 Monitoring

CP may elect to be present during the conduct of the Work and to monitor same.

7. COVENANTS, CONDUCT & RESPONSIBILITIES

7.1 Definitions

- 7.1.1 "Claim" or "Claims"** means any and all liabilities, suits, claims, counterclaims, causes of action, demands, penalties, debts, obligations, promises, acts, fines, judgments, damages, consequential damages, losses, costs, and expenses of every kind (including without limitation any attorney's fees, consultants' fees, response costs, remedial action costs, cleanup costs and expenses which may be related to any Claims);
- 7.1.2 "Environmental Law" or "Environmental Laws"** means the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. § 9601 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 et seq., the Federal Water Pollution Control Act, 33 U.S.C. §1251 et seq., the Clean Water Act, 33 U.S.C. §1321 et seq., the Clean Air Act, 42 U.S.C. § 7401 et seq., the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq., all as amended from time to time, and any other federal, state, local or other governmental statute, regulation, rule, law, ordinance, order or decree dealing with the protection of human health, safety, natural resources or the environment now existing or hereafter enacted;
- 7.1.3 "Hazardous Substance" or "Hazardous Substances"** means any pollutant, contaminant, hazardous substance or waste, solid waste, petroleum product, distillate, or fraction, radioactive material, chemical known to cause cancer or reproductive toxicity, polychlorinated biphenyl or any other chemical, substance or material listed or identified in or regulated by any Environmental Law;
- 7.1.4 "Release" or "Released"** means any actual or threatened spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, disposing or spreading of any Hazardous Substance into the environment, as "environment" is defined in CERCLA;
- 7.1.5 "Response" or "Respond"** means action taken in compliance with Environmental Laws to correct, remove, remediate, cleanup, prevent, mitigate, monitor, evaluate, investigate, assess or abate the Release of a Hazardous Substance;
- 7.1.6 "Use"** means to manage, generate, manufacture, process, treat, store, use, re-use, refine, recycle, reclaim, blend or burn for energy recovery, incinerate, accumulate speculatively, transport, transfer, dispose of, or abandon.

7.2 Investigation; Compliance with Laws; Safety Requirements

7.2.1 *Tenants and Licensees in possession of Property*

Before entering the Property, Licensee shall secure the consent of all persons or entities who are using or occupying any portion of the Property. CP will cooperate with Licensee to obtain consent from any such person or entity who unreasonably withholds consent.

7.2.2 *Underground Utilities and Structures*

- a. Licensee shall be responsible for determining the location of all underground utilities (electric lines, telephone lines, gas lines, steam lines, sewer lines, water lines, fiber optic cables, pipes, wires, and the like) and underground structures.
- b. Licensee shall call **CPCBYD "Canadian Pacific Call before You Dig" at 1-866-291-0741 for Signal, Fiber Optics, and Power for CP Facilities on Canadian Pacific Right of Way and the STATE "ONE CALL"** a minimum of 5 business days prior to commencing any excavation or boring on the Property.

- c. CP will cooperate with Licensee to identify the location of underground utilities and structures known to CP, but such cooperation shall not relieve Licensee from its primary responsibility to determine the locations of such utilities and structures.

7.2.3 Permits And Licenses; Compliance With Laws

Licensee shall secure, at no expense to CP, any permits or licenses required in connection with the Work and shall comply with all laws applicable to the Work and the Property, including (but not limited to) any laws, standards, regulations, and permit requirements relating to environmental pollution or contamination or to occupational health and safety. Licensee shall indemnify and defend CP against any and all Claims arising out of or connected with the violation of any law by Licensee while on or about the Property.

7.2.4 Compliance with CP Safety Requirements; Identification

- a. While on the Property, Licensee shall comply with the safety requirements of CP, as such requirements may be amended from time to time during the duration of the Work, all at no expense to CP. CP's safety requirements are set forth "**Exhibit B**" titled "**MINIMUM SAFETY REQUIREMENTS FOR CONTRACTORS WORKING ON RAILWAY PROPERTY**" and in CP's current safety handbook. One free copy of the current safety handbook will be provided to Licensee by the CP contact person. Additional copies will be provided at Licensee's expense. Licensee shall be responsible for ensuring that any person performing any of the Work for or on behalf of Licensee shall comply with the CP safety requirements that would apply to a CP employee performing similar work.
- b. Prior to any entry onto the Property, Licensee and every employee, agent or subcontractor who carries out any part of the Work on the Property shall successfully complete the safety training available through the e-railsafe program at www.e-railsafe.com in respect to requirements for Canadian Pacific operations.
<if applicable>
- c. Licensee and every employee, agent or subcontractor who carries out any part of the Work on the Property shall at all times wear and visibly display the identification badge issued to them following successful completion of the e-railsafe safety training together with whatever additional identification materials that CP may reasonable require.

7.3 Work In Close Proximity To Railroad Operations; Drainage

7.3.1 Interference with Railroad Operations

Licensee shall keep CP fully apprised of its proposed activities on the Property so as to prevent any interference with the operations of CP's trains or equipment (or trains or equipment of others) operating on or near the Property.

7.3.2 Clearance

No work shall be done or any equipment or other obstruction placed over or within 25 feet laterally of the centerline of any track without advance notification to CP prior to performing such work or placing such equipment or obstruction.

7.3.3 Flagging

Licensee must make arrangements with CP for such flagging or watchman service as CP deems necessary for the protection of railroad traffic. All such flagging and watchman service shall be provided by CP at Licensee's expense. The fact that CP provides such service shall not relieve Licensee from any liability under this Agreement. CP's labor and material additives are subject to change without notice to Licensee, and CP shall be

reimbursed based upon its labor and material additives actually in effect as of the date of such service.

7.3.4 Certain Work Close To Track Not Permitted; Lateral Support

- a. Unless otherwise agreed to in writing by CP, excavations, borings, wells, pits, test holes, probe sites, and the like shall not be located closer than 25 feet from the centerline of the nearest railroad track on or adjacent to the Property nor shall it take or allow any action upon the Property that would materially impair the lateral or subadjacent support of adjacent lands or railroad tracks.;
- b. Unless otherwise agreed to in writing by CP, drilling and excavating equipment and related equipment shall not be located closer than 25 feet from the nearest rail of any such track;
- c. In the event that CP permits excavations, borings, wells, pits, test holes, probe sites, or the like in close proximity to tracks, embankments or other features providing lateral or subadjacent support to land or tracks, then notwithstanding anything to the contrary in this license, Licensee shall be responsible for designing and constructing at no cost to CP any measure that is required to prevent the collapse, erosion or impairment to said land or tracks.

7.3.5 Storm Water

Licensee shall not, without the advance written approval of CP, make any changes to the Property that would either increase the historic flow rate of storm water from the Property or create an impediment to the historic flow of storm water to the Property. Unless otherwise agreed in writing, as between CP and Licensee it is understood and agreed that Licensee shall, at Licensee's cost and expense, be responsible for the construction, maintenance, repair and replacement upon the real property or other land not belonging to CP such storm sewer lines, manholes, mains, rip rap, boulders, wing walls, ditches and related to improvements required for Licensee's compliance with this section.

7.3.6. Fencing <If applicable>

Licensee shall, at no cost to CP, construct and maintain during the term hereof a fence acceptable to CP in the location(s) designated on Exhibit A. Following completion of the Work, the Licensee shall remove the fencing, remove any post footings or concrete, and fill and tamp any post holes with clean fill material.

7.4 Conduct

7.4.1 Property clean, safe and free from nuisances

Licensee shall not permit the existence of any nuisance upon the Property and shall at all times keep the Property in a proper, clean, safe and sanitary condition, and free from accumulations of waste materials, debris or refuse.

7.4.2 Release of Hazardous Substances

Licensee shall not cause or allow the Release or threat of Release of any Hazardous Substance on, to, or from the Property.

7.4.3 Response Actions

Licensee shall promptly take all necessary action in Response to any Release or Use of a Hazardous Substance at the Property caused by, or attributable to, any act or omission of Licensee (or Licensee's employees, agents, representatives or invitees) that could:

- a. give rise to any Claim under any Environmental Law,
- b. cause a public health or workplace hazard, or
- c. create a nuisance.

7.5 Required Notices/Disclosures

7.5.1 *Transportation and Disposal Contracts*

Licensee shall, upon written request by CP, provide CP with copies of transportation and disposal contracts and manifests for Hazardous Waste, any permits issued under any Environmental Laws, and any other documents demonstrating that Licensee has complied with all Environmental Laws relating to the Property

7.5.2 *Releases or Suspected Releases*

Licensee shall promptly notify CP of any actual or suspected Release of any Hazardous Substance on, to, or from the Property, regardless of the cause of the Release.

7.5.3 *Notices, summons citations, etc.*

Licensee shall promptly provide CP with copies of all summons, citations, directives, information inquiries or requests, notices of potential responsibility, notices of violation or deficiency, orders or decrees, claims, causes of action, complaints, investigations, judgments, letters, notices of environmental liens or Response actions in progress, and other communications, written or oral, actual or threatened, from the United States Environmental Protection Agency, the United States Occupational Safety and Health Administration, or other federal, state or local agency or authority, or any other entity or individual, concerning:

- a. any Release of a Hazardous Substance on, to or from the Property,
- b. the imposition of any lien on the Property, or
- c. any alleged violation of or responsibility under any Environmental Law relating to the Property.

7.5.4 *Other Reports*

Licensee shall, at CP's option, provide CP, at no cost to CP, a copy of any other report, summary or written test results, collectively "**Report**," pertaining to the Work. If any such Report is to be filed or made available to any governmental agency, other than Licensee, acting in a regulatory capacity, other than Licensee, then Licensee shall also give CP a reasonable time (not less than 5 working days) to review and comment on a draft of such Report and when preparing any such final Report pertaining to the Work, Licensee or its contractor shall give due consideration to CP's comments with respect to the draft of that Report. Licensee will promptly provide CP with a copy of any final Report.

7.6 CP's right to Participate in Response Actions

Following receipt of any notice, order, claim, investigation, information request, letter, summons, citation, directive, or other communication identified in section 7.5.3 in connection with any action taken pursuant to section 7.4.3, Licensee shall notify CP of any and all investigations, telephone conferences, settlement discussions, remediation plans and all other interactions, direct or indirect, with governmental or regulatory officials, and Licensee shall take all action necessary to ensure that any indemnification, release, waiver, covenant not to sue, or hold harmless agreement benefiting Licensee and arising out of such activities, whether from a governmental or regulatory entity or from a private entity, also benefits CP to at least the same extent as Licensee.

7.7 Restoration of Property

Upon completion of the Work or expiration or early termination of this Agreement, whichever occurs first, Licensee shall remove any debris resulting therefrom and shall restore the Property to the condition it was in prior to the commencement of the Work (or such other condition as is satisfactory to CP). All excavations are to be backfilled and tamped. All borings shall be backfilled with grout. Drill cuttings shall not be used as backfill. Licensee shall dispose of all drill cuttings, soil and sediment samples, purge water, dewatering effluent, and water samples and all excess excavation material in a manner acceptable to CP and in accordance with all applicable laws, all at no expense to CP.

8. LIABILITY

8.1 Damage to CP Tracks, Facilities, and Equipment

If any tracks, facilities, or equipment owned, used, or maintained by CP are damaged in connection with the Work, CP shall repair (or arrange for the repair of) such damage and Licensee shall pay the full cost of such repair within 30 days after CP shall tender a bill therefor.

8.2 Assumption of Risk

Licensee is fully aware of the dangers of working on and about railroad property and railroad operations and knowingly and willingly assumes the risk of harm (e.g., injury to or death of persons and damage to or destruction of property) that may occur while on and about the Property. Without in any way limiting the scope of the preceding sentence, Licensee assumes the risk that monitoring wells, elevation bench marks, reference points, and other installations located on the Property may be disturbed, damaged, or destroyed by CP or third persons, and Licensee shall not make any claim against CP on account of same, even if such disturbance, damage, or destruction arises from the negligence of CP or its employees, agents, or invitees. Licensee assumes full responsibility for protecting its installations and personal property from theft and vandalism while such installations and personal property are on the Property.

8.3 Indemnity

To the maximum extent permitted by applicable law, Licensee shall indemnify and defend the Indemnified Parties (as defined below) against all claims, demands, actions, suits, judgments, losses, damages, penalties, fines, and sanctions (collectively, "Claims") arising out of or relating to any destruction of (or damage to) any property or natural resource, any injury to (or death of) any person, or any environmental pollution or contamination whatsoever, where such destruction, damage, injury, death, pollution, or contamination actually arises in whole or in part from the Work, any action or omission of Licensee while on or about the Property pursuant to this Agreement, or the exercise by Licensee of the license granted by this Agreement. As used in this Agreement, Indemnified Parties means the following businesses and their officers, directors, employees, and agents: Soo Line Corporation, Soo Line Railroad Company, Delaware and Hudson Railroad Corporation, Dakota, Minnesota and Eastern Railroad Corporation, Soo Line Corporation, Wyoming, Dakota Railroad Properties, Inc., Central Maine & Quebec Railway, The Milwaukee Motor Transportation Company, Hiawatha Transfer Company, and Canadian and Pacific Railway Company, and their respective parent companies, subsidiaries, and affiliated companies, and any railway company or contractor operating trains or rail equipment upon railway tracks in close proximity to the Property, together with the parent companies, subsidiaries, and affiliated companies of all of the foregoing.

9. INSURANCE

Licensee shall, at its own expense, obtain and maintain during the Term and prior to entering the Property, in a form and with an insurance company satisfactory to CP, policies of:

- (a) **Commercial General Liability** (C.G.L.) insurance with a limit of not less than Ten Million Dollars (\$10,000,000) for any one loss or occurrence for personal injury, bodily injury, or damage to property including loss of use thereof. This policy shall by its wording or endorsement include without limitation the following: **NOTE – For large projects that are high risk, please confirm with Risk Management whether \$10M CGL is sufficient or if a higher limit and/or additional requirements are necessary.**
 - (i) CP and its associated or affiliated subsidiaries (and the Directors, Officers, employees, agents and trustees of all of the foregoing) as an additional insured with respect to obligations of the Licensee in this Agreement;
 - (ii) "cross liability" or "severability of interest" clause which shall have the effect of insuring each entity named in the policy as an insured in the same manner and to the same extent as if a separate policy had been issued to each;

- (iii) blanket contractual liability, including the insurable liabilities assumed by the Licensee in this Agreement;
 - (iv) broad form products and completed operations;
 - (v) sudden and accidental pollution liability, if applicable;
 - (vi) shall not exclude property damage due to explosion, collapse, and underground hazards; and
 - (vii) shall not exclude operations on or in the vicinity of the railway right of way.
- (b) **Automobile Liability** insurance covering bodily injury and property damage in an amount not less than Two Million Dollars (\$2,000,000) per accident, covering the ownership, use and operation of any motor vehicles and trailers which are owned, non-owned, leased or controlled by the Licensee and used in regards to this Agreement.
- (c) **Workers Compensation** insurance which shall be in strict accordance with the requirements of the most current and applicable state Workers Compensation insurance laws, and Employers' Liability insurance including Occupational Disease insurance with limits of not less than One Million Dollars (\$1,000,000) each accident/each employee, and where appropriate coverage under said policies to be extended for liability under the FELA, USL&H Act, and the Jones Act. The Licensee shall, before any services are commenced under this License submit written evidence that it has obtained full Workers Compensation insurance coverage for persons whom it employs or may employ in carrying out the services under this License. CP and its associated or affiliated companies (and the Directors, Officers, employees, agents and trustees of all of the foregoing) shall be waived of any and all subrogation in the event of injury, death, losses, incidents, claims and potential claims.
- (d) **Contractor's Pollution Liability** insurance, including naming CP and its associated or affiliated subsidiaries (and the Directors, Officers, employees, agents and trustees of all the foregoing) as an additional insured, with a limit of not less than Two Million Dollars (\$2,000,000) for any one loss or pollution event. Coverage shall include, but not be limited to, claims for bodily injury, death, damage to property including the loss of use thereof, clean-up costs and associated legal defense expenses arising from pollution conditions caused by, and/or exacerbated by, services performed by the Licensee on behalf of CP. The policy shall be endorsed to contain a blanket contractual liability endorsement. If this policy is written on a "claims-made" basis it shall remain in effect for no less than twenty-four (24) months after the expiry or termination of this Agreement. **IF APPLICABLE – DEPENDS ON SCOPE OF WORK BEING PERFORMED – CONFIRM WITH RISK MANAGEMENT**

(collectively, the “**Insurance Coverage**”).

Licensee agrees that the insurance requirements set out herein shall not limit or restrict its liabilities pursuant to this Agreement.

The Insurance Coverage required to be maintained pursuant to this Agreement shall be primary and not excess of any other insurance that may be available. Unless otherwise provided above, all insurance coverage shall take place in the form of an occurrence basis policy and not a claims made policy.

Licensee shall waive any and all subrogation in the event of injury, death, losses, incidents, claims and potential claims where permissible under the insurance policies required under this Insurance Section.

Licensee shall provide CP with written notice and all reasonable particulars and documents related to any damages, losses, incidents, claims, and potential claims concerning this Agreement as soon as practicable after the damage, loss, incident, or claim has been discovered. Licensee is responsible for any deductible and excluded loss under any insurance policy. The deductible in any insurance policy shall not exceed such maximum amount that a reasonably prudent business person would consider reasonable.

The Insurance Coverage shall be endorsed to provide CP with not less than thirty (30) days written notice in advance of cancellation.

Before Licensee enters the Property, CP must receive and approve certificates of insurance evidencing the Insurance Coverage outlined in this Section. Licensee may be required to annually provide a copy of updated certificate(s) of insurance evidencing the renewal of the above Insurance

Coverage. Such certificate(s) of insurance shall be sent via email to matthew_miller@cpr.ca. Upon request, Licensee shall provide CP with certified copies of the insurance policies.

CP shall have no obligation to examine such certificate(s) or to advise Licensee if its Insurance Coverage is not in compliance with this Agreement. Acceptance of any certificate(s) which are not compliant with the requirements set out herein shall in no way whatsoever imply that CP has waived its insurance requirements.

CP reserves the right to require Licensee to obtain additional insurance where, in CP's reasonable opinion, the circumstances so warrant. If the Licensee fails to maintain the Insurance Coverage required in this Agreement, CP may, at its option, terminate this Agreement without notice.

10. ENTIRE AGREEMENT

10.1 Survival of Indemnity Provisions

The indemnification provisions of this Agreement shall survive its expiration or termination.

10.2 Mere License

The permission encompassed by this Agreement is a mere license to use the Property for the specified purpose and does not create any estate or interest in the Property.

10.3 No Warranty of Title

CP does not warrant that it has good title to the Property.

10.4 Assignment; Binding Effect

This Agreement may not be assigned by Licensee without the advance written consent of CP. Subject to the preceding sentence, this Agreement shall be binding upon, and inure to the benefit of, the parties' respective successors and assigns.

10.5 Governing Law

This Agreement shall be construed in accordance with the laws of the state of Minnesota.

10.6 Entire Agreement

This Agreement is the full, complete, and entire Agreement of the parties with respect to the subject hereof, and any and all prior writings, representations, and negotiations with respect to those subjects are superseded by this Agreement.

10.7 Headings

The headings used in this Agreement are provided solely as a convenient means of reference. They are not intended to, and do not, limit or expand the purpose or effect of the paragraphs to which they are appended. The headings shall not be used to construe or interpret this Agreement.

10.8 Singular and Plural

As used in this Agreement, the singular form of a word includes the plural form of that word, and vice versa, and this Agreement shall be deemed to include such changes to the accompanying verbiage as may be necessary to conform to the change from singular to plural, or vice versa.

10.9 Duplicate Copies and Counterparts

This Agreement may be executed in counterparts, which together shall constitute one and the same document. The parties may execute more than one copy of this Agreement, each of which shall constitute an original.

11. SIGNATURES.

THE PARTIES HERETO have executed this Agreement as evidence of their agreement to the terms herein.

Your Company Name

SOO LINE RAILROAD COMPANY
doing business as Canadian Pacific

By _____
Its **Your Name**

Date

By _____
Its Matthew Miller
Supervisor Public Works

Date

EXHIBIT A
Map of the Property

An Example for your reference
Cut and Paste a Copy and ADD a map of the location of the project



EXHIBIT B
Minimum Safety Rules for Work on Railroad Property

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION

FLEXIBLE PAVEMENT SURFACE TOLERANCE

PROJECT 4-052(104)141 – PCN 23641

DESCRIPTION

This provision details the surface tolerance requirements, corrective actions, performance incentives, and contract price adjustments for flexible pavement.

ATTACHMENTS

Appendix A – Existing IRI Data

CONSTRUCTION REQUIREMENTS

A. General.

Any lot with any amount of grinding done before the Engineer collects the initial profile is ineligible for incentive.

The Engineer will use the straight edge method described in Section 430.04 K, "Tolerances" with the Rolling Straightedge Module of Proval to determine the surface tolerance, including leave outs.

The Engineer will profile the finished surface to determine the pavement ride quality. All finished bituminous surfaces will be profiled with the following exceptions:

- 1) Bridge decks and/or approach slabs and 150 feet on either side;
- 2) Side roads and approaches;
- 3) Shoulders, ramps, and gore areas;
- 4) At grade railroad crossings and 150 feet on either side;
- 5) The beginning and end of the project and 50 feet on either side of these boundaries;
- 6) 50 feet from areas not receiving surfacing;
- 7) Areas with speed limit under 50 MPH;
- 8) Where safety and the roadway geometrics do not allow the proper operating speed for the profiler to collect data. The Engineer will determine the location of these areas. These locations may include, but are not limited to the following:
 - Signal controlled intersections;
 - Stop controlled intersections;
 - T intersections; and
 - Other situations that would be detrimental to safety of the traveling public or the profiler.

On surfaces exempt from the profile testing, the Engineer will determine the pavement smoothness according to section 430.04 K "Tolerances".

B. Profiler Limitations.

The Engineer will not test the roadway in the following conditions:

- Between November 30 to May 15;
- When the air or surface temperature is below 35 °F; or
- When the roadways surface is wet or under inclement weather conditions.

C. Profiler Inputs.

1. General.

The Engineer will:

- Measure the smoothness of the roadway using the International Roughness Index (IRI) to the nearest 0.1 inch;
- Use ProVal, <http://www.roadprofile.com>, to calculate the IRI for the Pavement Profile (PPF);
- Apply a 250 mm filter to generate the IRI in ProVal;
- Average the IRI of the two wheel paths to calculate the Mean Ride Index (MRI); and
- Use the MRI option in ProVal for evaluation

2. Fixed Interval (Lot Smoothness) Ride Quality Module.

The Engineer will identify lot smoothness using the following inputs:

- Set the Ride Quality Index to “MRI”
- Segment Length – 528 feet
- Threshold – 75.0 in/mile

3. Rolling Straightedge Module.

Identify areas of surface deviation using the Rolling Straightedge Module within the current version of ProVal. Use the following settings in the Rolling Straightedge Module:

- Straightedge Length – 16 feet
- Deviation Threshold – 3/16 inch

D. Lot Definition.

A lot is defined as a 528 foot road segment, one lane wide. The Engineer will include a partial lot less than or equal to 370.0 feet in the previous lot. The Engineer will treat a lot greater than 370.0 feet as an independent lot.

E. Profiling.

1. General.

a. Naming Convention and Collection Points.

Discuss with the Engineer the naming convention of the lanes before profiling as well as the beginning and end points for areas of collection.

b. Timing

Notify the Engineer that the road is ready for profiling. The Engineer will coordinate a time within 5 working days of receiving that notification.

c. Physical Surface Conditions.

Remove all debris that will inhibit collection of the road profile before the profiler arrives on site for collection. Keep the lanes clear of construction activity during the time of profiling.

The Engineer will collect the profile when the pavement is dry and at a time agreed upon between the Engineer and the Contractor.

d. Profiler Data Collection.

The Engineer will use an inertial profiler to collect the profile in each wheel path of each lane.

The Engineer will trace the profile at approximately 31 and 97 inches, measured from the left edge of the lane, as determined by the direction of traffic.

Provide traffic control for 500 feet beyond the ends of the collection area to facilitate the collection of profile data and for run in and run out.

2. Initial Profile.

The Engineer will complete an initial profile to determine the MRI.

The Engineer will collect a complete initial profile after the mainline paving is complete.

3. Additional Profiles.

The Engineer will collect any additional profiles after corrective action has taken place.

The Engineer will apply a liquidated damage of \$1,500 per trip for each profile collected after the second profile.

4. Final Acceptance Profile.

The Engineer will collect the final acceptance profile after the necessary corrective actions on the roadway are completed.

5. Reports.

The Engineer will provide the following information to the Contractor within 5 days of completing the profile:

- PPF files;
- The Viewer;
- The Ride Quality Report; and
- The Rolling Straightedge Report.

F. Lots With MRI Less Than 75.1

For lots with an MRI less than 75.1, the Engineer will process performance incentives and contract price adjustments for each lot as specified in Section B "Ride Quality- Lot Smoothness" of the Basis of Payment Section.

G. Lots with MRI Greater or Equal to 75.1

Lots with an MRI greater than or equal to 75.1 will require corrective action, as specified in Section H, "Corrective Action" of the Construction Requirements.

Areas that would result in a contract price adjustment may be ground to a lower MRI. If grinding occurs and results in an MRI of 48.0 or less, the Engineer will not apply a performance incentive to that lot. Only lots with an initial MRI of 48.0 or less will receive a performance incentive based on the initial readings, before grinding.

H. Corrective Action.

1. General.

Any grinding performed is considered corrective action.

Complete corrective action within 21 calendar days of final profile data collection.

2. Corrective Action Plan.

Confirm date and time, locations, equipment, and timeframes with Engineer.

Contractor may develop a detailed corrective action plan using the ProVal data. Generate grinding simulations in ProVal with multiple grinding depths, varying equipment, and multiple pass patterns. Include the grinding simulations with the corrective action plan.

Submit the plan three working days in advance of grinding.

The Engineer will review the corrective action plan.

3. Corrective Grinding.

a. General.

Grind lots to a maximum MRI of 75.0 in/mile.

Grind high shoulders to provide drainage and safety.

Grind the full width of the lane and a feather pass onto the shoulder to daylight the grinding.

Grind a minimum length of 30 feet. Join grind sections if the distance between grind sections is less than 60 feet.

b. Grinding Equipment.

Use diamond grinding head for lot corrective action that does not cause strain or damage to the underlying surface of the pavement. Do not cause excessive ravels, aggregate fractures, or spalling.

c. Grinding.

Perform grinding in the longitudinal direction so grinding begins and ends at lines normal to the pavement centerline. Do not overlap more than 2 inches between passes and ensure the depth variance between adjacent passes is less than 1/8 inch. Feather the grinding at the beginning and end of each pass.

Ensure the surface of the ground pavement has a texture consisting of grooves between 0.090 and 0.130 inches wide. Keep the peaks of the ridges approximately 1/32 inch higher than the bottom of the grooves.

d. Slurry Removal.

When grinding in areas with curb and gutter, and areas adjacent to waterways continuously collect all slurry or residue resulting from the grinding operation. Dispose of the slurry or residue as specified in Section 107.17, "Removed Material".

4. Profiling.

The Engineer will perform additional profiling according to Section E.3 "Additional Profiles" of the Construction Requirements. The Engineer will determine if additional Corrective Action is required based on the new profile. If additional Corrective Action is required, the Engineer will provide additional profile PPF and a new Corrective Action plan is required.

BASIS OF PAYMENT

A. Liquidated Damages

If the project would be considered substantially complete, as specified in Section 108.07 B, "Failure to Complete within the Contract Time" and corrective action is required, the Engineer may suspend time charges and the assessment of liquidated damages for up to 21 calendar days after the contract time has expired. If the corrective action is not complete within 21 calendar days after the contract time has expired, the Engineer will restart time charges and will assess liquidated damages.

B. Ride Quality.

The Engineer will pay a performance incentive for ride quality based on Table 1.

Table 1
Ride Quality Performance
Incentives

MRI Range	Performance Incentive per Lot
≤ 34.0	\$300
34.1 to 39.0	\$225
39.1 to 44.0	\$150
44.1 to 48.0	\$75
48.1 to 56.0	\$0

The Engineer will process contract price adjustments for ride quality based on Table 2.

Table 2
Ride Quality Contract Price
Adjustments

MRI Range	Contract Price Adjustment per Lot
48.1 to 56.0	\$0
56.1 to 62.0	(\$100)
62.1 to 69.0	(\$200)
69.1 to 75.0	(\$400)
75.1 ≥	Corrective Action

C. MISCELLANEOUS

Include costs necessary to prepare the roadway for testing in the contract unit price for asphalt pavement items.

Traffic control items, including flagging and pilot cars will be paid for according to Section 109.03, "Compensation for Contract Revisions".

Appendix A Existing IRI Data

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI AVERAGE
52	141	141.1	70	63.4	95.4	95.7	82.7
52	141.1	141.2	110	88.9	133.8	123.6	121.9
52	141.2	141.3	64.7	43.5	68.9	60.6	66.8
52	141.3	141.4	79.3	142.1	71.6	71.3	75.5
52	141.4	141.5	124.7	139.9	102.1	106.8	113.4
52	141.5	141.6	63.9	91.3	94.8	150	79.4
52	141.6	141.7	76.3	124.9	71.9	108	74.1
52	141.7	141.8	55.4	64.8	84.2	128.3	69.8
52	141.8	141.9	78.2	90.2	90.4	119.6	84.3
52	141.9	142	95.2	114.4	93.2	123.1	94.2
52	142	142.1	64.4	59.1	61.7	62.1	63
52	142.1	142.2	54.8	36.4	43.1	24.1	48.9
52	142.2	142.3	48.5	28.7	64.3	42.9	56.4
52	142.3	142.4	51.4	30.1	49.2	28.1	50.3
52	142.4	142.5	47.8	28.2	45	27.7	46.4
52	142.5	142.6	56.4	53.8	49.6	41	53
52	142.6	142.7	45.5	31.9	49.4	28	47.4
52	142.7	142.8	62.2	58.4	84.6	97.3	73.4
52	142.8	142.9	90.2	98	80.2	107.9	85.2
52	142.9	143	80.7	90.6	98.5	123.1	89.6
52	143	143.1	66.8	52.8	98	90.1	82.4
52	143.1	143.2	53.5	49.4	66.3	68	59.9
52	143.2	143.3	65	57.8	64.6	72.2	64.8
52	143.3	143.4	141.7	156.3	101.1	114.6	121.4
52	143.4	143.5	91.7	101.1	88.1	102.9	89.9
52	143.5	143.6	123.1	142.7	136	186.3	129.5
52	143.6	143.7	115.4	171.4	113	148.9	114.2
52	143.7	143.8	127.1	152.4	102.2	108.5	114.6
52	143.8	143.9	105.9	129.2	95	117	100.4
52	143.9	144	80.9	92.4	92.7	109.4	86.8
52	144	144.1	83.1	96	100.3	109.8	91.7
52	144.1	144.2	82.2	92.8	73.7	85.4	77.9
52	144.2	144.3	73.4	79.7	88.2	100.8	80.8

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	144.3	144.4	87.2	90.3	82.4	87.6	84.8
52	144.4	144.5	96	136.6	99	132.5	97.5
52	144.5	144.6	84.1	98.3	77.9	87.9	81
52	144.6	144.7	81.3	105.4	93.3	122.7	87.3
52	144.7	144.8	105.2	69.2	103.2	75.5	104.2
52	144.8	144.9	145.9	116.6	153.8	112.5	149.9
52	144.9	145	161.5	126	154	152.7	157.7
52	145	145.1	120.9	112.1	102.7	99.1	111.8
52	145.1	145.2	106	94.3	112.8	102.3	109.4
52	145.2	145.3	161.5	137.8	110.9	90.9	136.2
52	145.3	145.4	171.2	102.4	115	84.8	143.1
52	145.4	145.5	111.9	84.9	146.2	105.2	129
52	145.5	145.6	191.5	182.4	141.5	92	166.5
52	145.6	145.7	85.4	78.7	111.2	182.5	98.3
52	145.7	145.8	157.1	97.1	154.2	127.5	155.7
52	145.8	145.9	112.3	104	131.7	123.5	122
52	145.9	146	97.5	91.3	107.9	92.1	102.7
52	146	146.1	109.7	112.2	125.3	135.1	117.5
52	146.1	146.2	134	109.3	99.4	119.8	116.7
52	146.2	146.3	162.7	139.6	133.6	135.1	148.2
52	146.3	146.4	112.4	95	108.6	128.3	110.5
52	146.4	146.5	168.5	127.9	134.7	100.7	151.6
52	146.5	146.6	131.3	76.3	132.6	74.1	132
52	146.6	146.7	120.6	138.6	172.3	130.1	146.4
52	146.7	146.8	96.9	81.2	89.8	98.1	93.3
52	146.8	146.9	79.9	67.2	71.2	74.6	75.6
52	146.9	147	81.7	75.5	64.7	44.1	73.2
52	147	147.1	75.7	61.8	63.6	44.4	69.6
52	147.1	147.2	82	65	62.5	49.5	72.2
52	147.2	147.3	117.6	99.5	99.2	115.9	108.4
52	147.3	147.4	108.6	101.8	126.3	130.1	117.4
52	147.4	147.5	96.9	110.3	83.7	104.9	90.3
52	147.5	147.6	94.6	76.9	83.3	83.8	88.9
52	147.6	147.7	81	66.5	82.5	101.6	81.8
52	147.7	147.8	95.5	81.2	77.2	80.5	86.4
52	147.8	147.9	79.3	60.4	70.7	52.2	75

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	147.9	148	96.1	88	101.3	117.7	98.7
52	148	148.1	105.6	100.8	118.8	142.2	112.2
52	148.1	148.2	102.5	84.4	89.7	98.9	96.1
52	148.2	148.3	132.9	116.8	125.3	135.4	129.1
52	148.3	148.4	95.6	89.4	117.2	127.7	106.4
52	148.4	148.5	85.4	78.1	126.4	127.8	105.9
52	148.5	148.6	112	117.4	106.2	127.1	109.1
52	148.6	148.7	104.9	100	108.6	129.5	106.7
52	148.7	148.8	93.4	74.3	119.3	118.8	106.4
52	148.8	148.9	89.8	78.7	105.3	112.4	97.5
52	148.9	149	82.1	58.1	104.4	102.8	93.3
52	149	149.1	77.8	71.4	98.8	94.4	88.3
52	149.1	149.2	95.3	69.6	120.1	126.5	107.7
52	149.2	149.3	87.1	78.5	125.7	157.7	106.4
52	149.3	149.4	63.2	56.2	69.7	81.3	66.4
52	149.4	149.5	97.3	65.8	108.7	114.2	103
52	149.5	149.6	73.5	69.3	85.4	115.6	79.4
52	149.6	149.7	74.1	74.4	90.4	90.4	82.3
52	149.7	149.8	109.1	84.7	76	81.6	92.6
52	149.8	149.9	69.1	68.2	94	112.5	81.6
52	149.9	150	83.5	72.1	123.6	147.1	103.6
52	150	150.1	140	115.5	117.4	103.5	128.7
52	150.1	150.2	117.5	83.9	104.9	107.2	111.2
52	150.2	150.3	123.6	104.5	107.3	135.4	115.5
52	150.3	150.4	100.5	99.9	112.4	114.1	106.4
52	150.4	150.5	94.8	76.6	71.1	63.5	83
52	150.5	150.6	91.1	65.5	78.5	67.2	84.8
52	150.6	150.7	86.1	63.8	62.4	45.3	74.3
52	150.7	150.8	112	110.5	114.6	134.6	113.3
52	150.8	150.9	111.2	144.3	122.8	143.9	117
52	150.9	151	88.5	95.1	103.5	122.7	96
52	151	151.1	95.7	79.1	105.1	77.2	100.4
52	151.1	151.2	106.3	117.2	148.3	132.2	127.3
52	151.2	151.3	118.3	116.5	103	95.6	110.7
52	151.3	151.4	133.1	190.9	145.4	173.5	139.2
52	151.4	151.5	112.8	108.3	148.7	148.1	130.7

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	151.5	151.6	144.3	107.5	116.7	88.2	130.5
52	151.6	151.7	102.3	91	104.3	99.2	103.3
52	151.7	151.8	89.6	100.3	131.9	145.5	110.7
52	151.8	151.9	93.8	71.7	103.9	83.1	98.8
52	151.9	152	134.3	150	95.4	74.5	114.9
52	152	152.1	99.2	101.1	138	123.6	118.6
52	152.1	152.2	89.7	95.4	136.3	128	113
52	152.2	152.3	94.2	115	105.3	107.7	99.8
52	152.3	152.4	84.1	84.7	105.9	111.3	95
52	152.4	152.5	76.2	66.8	118.3	112.8	97.3
52	152.5	152.6	94.4	118	104.8	122.7	99.6
52	152.6	152.7	105.3	128.8	107.8	113.8	106.6
52	152.7	152.8	135.4	112.8	125.8	120.3	130.6
52	152.8	152.9	145.7	134.6	150.6	124.5	148.2
52	152.9	153	108.8	77.5	110.2	95	109.5
52	153	153.1	83	75.3	75.6	65.4	79.3
52	153.1	153.2	73.1	97.2	72.7	84.1	72.9
52	153.2	153.3	71.6	91.1	55.2	54.4	63.4
52	153.3	153.4	129	132.9	127	115.1	128
52	153.4	153.5	119.4	95	113.1	108.6	116.2
52	153.5	153.6	87.9	82.2	83.1	65.7	85.5
52	153.6	153.7	117.2	107.5	125.4	163.3	121.3
52	153.7	153.8	157.1	126.2	133.9	119.5	145.5
52	153.8	153.9	91.7	102.6	98.8	114.9	95.2
52	153.9	154	124.5	108.7	142.2	143.1	133.3
52	154	154.1	108.2	90.7	107.5	95.3	107.8
52	154.1	154.2	86	76	70.5	59.6	78.3
52	154.2	154.3	99	66.6	91.9	122.3	95.4
52	154.3	154.4	90.2	78.3	55.7	52	72.9
52	154.4	154.5	103.3	89.9	85.7	94.2	94.5
52	154.5	154.6	76.4	63.6	62.6	73.7	69.5
52	154.6	154.7	86	74.6	78.2	86.2	82.1
52	154.7	154.8	87.1	78.7	120.1	160.5	103.6
52	154.8	154.9	94.2	92.4	84.5	122	89.4
52	154.9	155	123	112.5	102.4	140.9	112.7
52	155	155.1	85.9	78.4	81.9	88.1	83.9

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	155.1	155.2	113.9	126.7	127.7	131.6	120.8
52	155.2	155.3	140.5	139.4	83	88.6	111.7
52	155.3	155.4	137.4	111.9	115	130.2	126.2
52	155.4	155.5	130.2	116.4	73.7	88.3	101.9
52	155.5	155.6	133.7	132.7	127	141.3	130.3
52	155.6	155.7	99.5	94.5	98.2	108.1	98.8
52	155.7	155.8	102.8	106.5	80.1	67.2	91.4
52	155.8	155.9	96.2	102.7	85.6	75.7	90.9
52	155.9	156	97.9	88.5	67.5	55.3	82.7
52	156	156.1	93.2	82.8	93.5	106.9	93.4
52	156.1	156.2	83	83.7	72.5	77.3	77.8
52	156.2	156.3	100.6	98	96.4	102.5	98.5
52	156.3	156.4	157.2	155.1	117.6	139.8	137.4
52	156.4	156.5	107.4	103.7	106.8	151.8	107.1
52	156.5	156.6	116.1	98.8	82.2	95.9	99.1
52	156.6	156.7	163.7	135.6	129	121.4	146.3
52	156.7	156.8	80.6	99.8	121.8	112.1	101.2
52	156.8	156.9	71.7	62	75.9	70.2	73.8
52	156.9	157	73.9	55.3	81.3	76.9	77.6
52	157	157.1	174.1	136.7	194.4	199.8	184.3
52	157.1	157.2	119.4	111.7	89.7	92.5	104.6
52	157.2	157.3	106.7	96.3	83.6	93.7	95.2
52	157.3	157.4	176.6	141.5	125.9	113	151.3
52	157.4	157.5	129.6	104.1	104.3	120	117
52	157.5	157.6	140.2	88.8	174.3	162.1	157.3
52	157.6	157.7	125.3	85.5	162.3	124.4	143.8
52	157.7	157.8	140	134.9	96.5	73.5	118.2
52	157.8	157.9	160.4	117.2	126.3	103.3	143.3
52	157.9	158	150.3	115.3	155.9	117.6	153.1
52	158	158.1	134.9	83.3	150.9	119.7	142.9
52	158.1	158.2	98.7	88.1	140.5	159.4	119.6
52	158.2	158.3	167.3	150.7	141.5	136.5	154.4
52	158.3	158.4	97.6	116.2	97.8	110.5	97.7
52	158.4	158.5	91.5	111.4	68.1	71.3	79.8
52	158.5	158.6	191.1	189.9	159.9	123.1	175.5
52	158.6	158.7	122.7	146.1	114.5	140.1	118.6

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	158.7	158.8	84.5	104.1	81.5	93.8	83
52	158.8	158.9	118.2	126.4	124.4	109.5	121.3
52	158.9	159	105.1	101.6	98	96.8	101.5
52	159	159.1	132.2	108.2	102	81.9	117.1
52	159.1	159.2	141	136.1	78.8	66.6	109.9
52	159.2	159.3	77.1	86	60.2	71.5	68.6
52	159.3	159.4	79	103.9	55.5	38.5	67.3
52	159.4	159.5	76.8	89	87.7	82.7	82.2
52	159.5	159.6	72.2	96.6	91	84.8	81.6
52	159.6	159.7	98.8	135	125.7	133.1	112.2
52	159.7	159.8	98.1	133.1	102	118.1	100
52	159.8	159.9	106.6	141.7	120.6	157.6	113.6
52	159.9	160	124.4	190	98	101.7	111.2
52	160	160.1	62.1	65.6	98.3	111.2	80.2
52	160.1	160.2	57.5	67.3	73.1	86.8	65.3
52	160.2	160.3	82.7	97.5	82.2	110.7	82.4
52	160.3	160.4	69.2	72.3	109.3	114.2	89.3
52	160.4	160.5	57.5	44.4	81.6	70.2	69.5
52	160.5	160.6	62.7	57.2	80.9	83.3	71.8
52	160.6	160.7	76.4	86.7	97.7	99	87.1
52	160.7	160.8	70.9	89.3	100.9	107.3	85.9
52	160.8	160.9	76.9	94.9	97.2	95.1	87
52	160.9	161	65.8	75.7	81.4	84.5	73.6
52	161	161.1	71.8	84	97.1	107.9	84.5
52	161.1	161.2	84.8	111.9	86.9	113.4	85.9
52	161.2	161.3	76.5	91.4	92.3	97.8	84.4
52	161.3	161.4	87.5	101.4	83.7	69.1	85.6
52	161.4	161.5	84.2	82.1	88	75.2	86.1
52	161.5	161.6	82.5	85.1	94.1	75.5	88.3
52	161.6	161.7	75	97.7	87	82.3	81
52	161.7	161.8	78.3	89.5	86.4	99.9	82.3
52	161.8	161.9	89.5	111.3	90.9	104.8	90.2
52	161.9	162	66.2	69.3	81.4	100.2	73.8
52	162	162.1	64.9	70.2	95.3	126.7	80.1
52	162.1	162.2	77.8	97.5	72.9	76.4	75.3
52	162.2	162.3	76.9	101.8	75.9	88.6	76.4

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	162.3	162.4	78	85.6	77	92.3	77.5
52	162.4	162.5	76.2	79.4	86.8	75.6	81.5
52	162.5	162.6	72.1	68.1	65.9	45.9	69
52	162.6	162.7	77.2	70	71.6	54.9	74.4
52	162.7	162.8	71.9	67.1	72.4	66.6	72.1
52	162.8	162.9	67.6	44.5	63.4	37.5	65.5
52	162.9	163	68.2	54.7	76.4	52.9	72.3
52	163	163.1	74.1	65.1	71	55.7	72.5
52	163.1	163.2	68.8	59.6	85.5	72.6	77.2
52	163.2	163.3	106	87	75.2	56.5	90.6
52	163.3	163.4	77.6	68.9	65.5	56.4	71.5
52	163.4	163.5	69.5	80.2	80.5	66.3	75
52	163.5	163.6	69.7	95.2	80	89.2	74.8
52	163.6	163.7	52.8	52.3	64.7	61.9	58.7
52	163.7	163.8	52.7	49.2	88.4	84.4	70.6
52	163.8	163.9	77.8	69.7	115.6	101	96.7
52	163.9	164	59.7	54.3	80.3	79.1	70
52	164	164.1	60.2	80.7	90.5	89.3	75.4
52	164.1	164.2	51.3	35.4	63.2	42.3	57.2
52	164.2	164.3	80.5	70	72.7	70.6	76.6
52	164.3	164.4	76.1	69.5	58.7	49.2	67.4
52	164.4	164.5	95.3	90.6	71.8	62.7	83.5
52	164.5	164.6	74.4	72.6	63	63	68.7
52	164.6	164.7	71.9	70.9	80	87	76
52	164.7	164.8	74.7	126.3	72.9	88.7	73.8
52	164.8	164.9	72	72.1	66.9	61.7	69.4
52	164.9	165	100.7	112.5	64.6	65.6	82.7
52	165	165.1	74.8	103.5	66.1	74.3	70.5
52	165.1	165.2	61.3	78.7	59.6	71.1	60.5
52	165.2	165.3	60.6	79.1	67.4	65.3	64
52	165.3	165.4	64.6	61.5	74.5	98.5	69.6
52	165.4	165.5	56.8	56.6	56.7	58.2	56.8
52	165.5	165.6	80.3	89.2	73.4	73.9	76.9
52	165.6	165.7	71	79.1	80.3	71.9	75.6
52	165.7	165.8	72	94.4	80.9	106.7	76.4
52	165.8	165.9	56.5	56.8	67.2	87.2	61.8

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	165.9	166	49.8	41.1	78.1	74.5	63.9
52	166	166.1	59.2	61.3	78.8	89	69
52	166.1	166.2	57.6	68.5	66.3	81.1	62
52	166.2	166.3	60.9	79.1	66.1	77.9	63.5
52	166.3	166.4	52	56.7	62.5	68	57.2
52	166.4	166.5	73.1	92.6	74.4	85.5	73.7
52	166.5	166.6	77.6	101	83.2	97.7	80.4
52	166.6	166.7	69.9	79.6	84.7	92.9	77.3
52	166.7	166.8	106.7	91.1	115.9	100.6	111.3
52	166.8	166.9	74.3	83.5	83.5	106.4	78.9
52	166.9	167	76.7	75.2	84.9	83.4	80.8
52	167	167.1	94.2	94.1	87.9	69	91
52	167.1	167.2	87	99.4	108.5	110.9	97.7
52	167.2	167.3	149.5	118.5	117.9	118.6	133.7
52	167.3	167.4	104.1	109.2	83.1	95.1	93.6
52	167.4	167.5	137.2	110.3	95.8	79	116.5
52	167.5	167.6	120.2	138.8	79.6	105.6	99.9
52	167.6	167.7	129.4	140.6	120.4	132.3	124.9
52	167.7	167.8	67.4	79.2	62.2	63.7	64.8
52	167.8	167.9	90.4	119.1	102.4	144.9	96.4
52	167.9	168	131.3	89.8	137.2	88.7	134.3
52	168	168.1	71.1	40.6	73.3	65.8	72.2
52	168.1	168.2	52.4	29.4	45.3	24.1	48.8
52	168.2	168.3	50.2	25.5	38.5	24.4	44.4
52	168.3	168.4	67.1	38	52.1	28.9	59.6
52	168.4	168.5	62.3	43.6	55.7	30.7	59
52	168.5	168.6	62.6	33	58.6	33.6	60.6
52	168.6	168.7	78.1	44.6	65.8	44.8	71.9
52	168.7	168.8	86.4	49.3	82.5	55.7	84.5
52	168.8	168.9	60.3	36.2	61.8	54.9	61
52	168.9	169	61.1	51	59.1	51.3	60.1
52	169	169.1	72.8	48.2	78.8	60	75.8
52	169.1	169.2	62.6	46	55.7	40.4	59.1
52	169.2	169.3	71.9	42.8	55.9	38.5	63.9
52	169.3	169.4	51.1	21.7	43.1	22	47.1
52	169.4	169.5	52.7	24.7	53.6	26.5	53.1

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	169.5	169.6	41.1	23.8	37.9	21.6	39.5
52	169.6	169.7	50.2	37.1	52.7	40.5	51.5
52	169.7	169.8	76.4	45.8	134.1	109.5	105.3
52	169.8	169.9	100.7	69.5	148	107.7	124.3
52	169.9	170	120	83.9	145.8	126.1	132.9
52	170	170.1	216.3	198.6	123.3	98.1	169.8
52	170.1	170.2	105.7	106.5	159.6	145.2	132.7
52	170.2	170.3	84.8	55.4	153.3	153	119
52	170.3	170.4	121.5	96.7	111	83.6	116.2
52	170.4	170.5	118.9	76.8	106.3	84.7	112.6
52	170.5	170.6	65.5	50	59.9	43	62.7
52	170.6	170.7	100.2	80.4	76.5	49.3	88.3
52	170.7	170.8	49.1	26.7	48.9	29.1	49
52	170.8	170.9	75	45.8	50.9	27	62.9
52	170.9	171	58.1	38.5	54.2	44.3	56.1
52	171	171.1	63.3	38.3	52.2	36.5	57.8
52	171.1	171.2	48.9	27.7	54.1	37.7	51.5
52	171.2	171.3	50.9	28.6	44.5	19.9	47.7
52	171.3	171.4	67.5	28.5	53	28.4	60.2
52	171.4	171.5	85.2	63	45.4	24	65.3
52	171.5	171.6	62.2	37.1	45.9	24.7	54
52	171.6	171.7	54.7	40.9	47.2	26.6	51
52	171.7	171.8	52.3	28.2	56.9	33.7	54.6
52	171.8	171.9	64.3	48.3	63.6	58.2	64
52	171.9	172	64.6	42.1	55.2	31.8	59.9
52	172	172.1	59	36.4	81.8	50	70.4
52	172.1	172.2	62.4	42.1	67.1	45.9	64.8
52	172.2	172.3	56.9	28.9	70.5	43.4	63.7
52	172.3	172.4	83.9	50.7	70.7	47.6	77.3
52	172.4	172.5	58	50.9	48.9	32.8	53.5
52	172.5	172.6	58	30.9	44.3	27.8	51.2
52	172.6	172.7	65.6	38.6	49.7	30.4	57.7
52	172.7	172.8	52.7	25.8	49.2	26	51
52	172.8	172.9	45.6	24.4	41.1	19.7	43.4
52	172.9	173	52.6	29.3	47.9	27.4	50.2
52	173	173.1	57.8	32.5	54	34.9	55.9

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	173.1	173.2	74.4	56.6	60.1	35.7	67.3
52	173.2	173.3	49.1	30.6	58.9	31.9	54
52	173.3	173.4	67.5	40.9	47.3	28.4	57.4
52	173.4	173.5	62.9	27.8	43.2	25.1	53
52	173.5	173.6	70.1	40.7	59.1	32	64.6
52	173.6	173.7	65.1	43.2	57.4	38.1	61.2
52	173.7	173.8	62.2	49.2	51	32.9	56.6
52	173.8	173.9	64.2	29.7	47.2	24.2	55.7
52	173.9	174	85.8	53.8	42.5	22.8	64.2
52	174	174.1	148.8	148.9	126.1	152	137.4
52	174.1	174.2	97.1	112.3	85.1	85.5	91.1
52	174.2	174.3	117.5	86.7	101.2	75.6	109.4
52	174.3	174.4	96.3	58	41.9	23.4	69.1
52	174.4	174.5	81.6	53.1	37.2	19.4	59.4
52	174.5	174.6	57.5	31.7	50.3	37.3	53.9
52	174.6	174.7	53.6	30.2	48.3	28.4	51
52	174.7	174.8	77	39.1	59.3	38.7	68.2
52	174.8	174.9	60.5	34.8	41.2	22.8	50.8
52	174.9	175	75.4	40.9	42.7	25.9	59
52	175	175.1	72.1	31.7	45.5	20.6	58.8
52	175.1	175.2	62.7	57.9	64.4	53.4	63.5
52	175.2	175.3	58.4	52.5	43.6	25.1	51
52	175.3	175.4	51.6	22.5	44.5	21.9	48.1
52	175.4	175.5	55.8	33.4	48.2	26.4	52
52	175.5	175.6	41.8	19.3	46.1	28.2	44
52	175.6	175.7	59.7	36.4	51.9	25.1	55.8
52	175.7	175.8	59.8	30.2	68.8	50.6	64.3
52	175.8	175.9	59.6	56.7	52.7	26.3	56.2
52	175.9	176	70.6	45.2	76	45.5	73.3
52	176	176.1	48	28.3	47.9	28	47.9
52	176.1	176.2	55.8	33.1	55.8	31.7	55.8
52	176.2	176.3	64.2	45.1	63.6	32.7	63.9
52	176.3	176.4	75.2	48.1	44.9	21.3	60.1
52	176.4	176.5	67.3	38.8	40.7	21	54
52	176.5	176.6	63.3	44.8	40.3	17.8	51.8
52	176.6	176.7	79.8	37.6	47.8	27	63.8

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	176.7	176.8	74.2	50.9	51.4	35.8	62.8
52	176.8	176.9	101.7	72	47.8	31.8	74.8
52	176.9	177	87.6	65.5	57.2	40.4	72.4
52	177	177.1	74.2	54.5	52.3	31.1	63.3
52	177.1	177.2	66.6	39.4	48.8	22.2	57.7
52	177.2	177.3	64.9	43	42.3	20.6	53.6
52	177.3	177.4	50.1	26.4	51.7	30.9	50.9
52	177.4	177.5	47.5	27	58.9	32.8	53.2
52	177.5	177.6	45.8	27.6	51.6	26.2	48.7
52	177.6	177.7	57.4	28.9	57.5	37.5	57.4
52	177.7	177.8	119.3	76.4	45.8	32.9	82.6
52	177.8	177.9	60.9	41.5	55.4	31.1	58.1
52	177.9	178	39.1	19.8	48.4	29.9	43.8
52	178	178.1	41.1	19.2	50.7	24.9	45.9
52	178.1	178.2	51.3	33.2	54.7	28.6	53
52	178.2	178.3	37.8	22.6	60.2	32.4	49
52	178.3	178.4	58.9	36.8	90.1	61.7	74.5
52	178.4	178.5	41.5	23.5	50.7	28.4	46.1
52	178.5	178.6	56.1	40	50.9	26	53.5
52	178.6	178.7	57.3	40	51.1	38.3	54.2
52	178.7	178.8	84.1	63.8	72.1	69.9	78.1
52	178.8	178.9	47.8	28.7	41.3	26.4	44.6
52	178.9	179	40.3	19	45.1	26.6	42.7
52	179	179.1	53.3	36.6	50.1	39.8	51.7
52	179.1	179.2	59.2	37.8	41	21.6	50.1
52	179.2	179.3	82.2	70.4	47.9	29.4	65.1
52	179.3	179.4	65.9	56.3	42.8	29.5	54.4
52	179.4	179.5	61.8	36.2	54.5	31.9	58.2
52	179.5	179.6	99.1	65.5	54.1	35.8	76.6
52	179.6	179.7	74.8	41.8	43.5	27.2	59.2
52	179.7	179.8	66.1	46.2	47.2	30	56.7
52	179.8	179.9	117.4	69.8	47	29.3	82.2
52	179.9	180	161.5	143.6	59.8	59.7	110.6
52	180	180.1	114.2	79	106.9	101.1	110.6
52	180.1	180.2	156.9	96.2	69.6	56.9	113.3
52	180.2	180.3	115.7	84.4	100.4	61.8	108

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	180.3	180.4	134.2	77.8	177	140.6	155.6
52	180.4	180.5	89.5	56.7	90.7	61.5	90.1
52	180.5	180.6	79.2	45.8	79.5	62.2	79.3
52	180.6	180.7	69	42.3	47.1	28.1	58.1
52	180.7	180.8	77.9	45.8	49.2	28.9	63.5
52	180.8	180.9	73.7	43.6	51.1	39.8	62.4
52	180.9	181	69.9	69.7	57.6	34.5	63.7
52	181	181.1	45.9	29.6	60.7	48.4	53.3
52	181.1	181.2	77	41.8	55.6	34.6	66.3
52	181.2	181.3	67.7	42.9	58.8	40.8	63.3
52	181.3	181.4	63.1	44.7	68.7	51.4	65.9
52	181.4	181.5	69.3	53.9	79.5	50	74.4
52	181.5	181.6	101.5	97.6	74.9	72.4	88.2
52	181.6	181.7	97.7	51.3	101.1	71.3	99.4
52	181.7	181.8	58.2	29.4	48.8	28.8	53.5
52	181.8	181.9	56.7	32.1	59.6	40.2	58.1
52	181.9	182	58.8	31.8	56.5	30.2	57.7
52	182	182.1	68	88	69.8	42.6	68.9
52	182.1	182.2	92.3	47.6	63.3	41.6	77.8
52	182.2	182.3	68.4	47	60.9	45.3	64.6
52	182.3	182.4	69.2	39.7	77.7	61	73.4
52	182.4	182.5	76.3	47.4	81.1	69.9	78.7
52	182.5	182.6	91.5	60.3	71.5	60.3	81.5
52	182.6	182.7	89	63.6	64.3	53.4	76.7
52	182.7	182.8	79.8	63.1	60.3	51.1	70
52	182.8	182.9	66.5	60.6	56.9	54.2	61.7
52	182.9	183	103.2	76.4	93.2	70.1	98.2
52	183	183.1	68.5	46.4	84.5	70.4	76.5
52	183.1	183.2	93.5	66.4	71.7	70.3	82.6
52	183.2	183.3	114.8	79.2	97.9	96.9	106.4
52	183.3	183.4	105.7	103	122.9	111.4	114.3
52	183.4	183.5	54.6	35.6	62.8	50.5	58.7
52	183.5	183.6	90	67.5	55.9	44	73
52	183.6	183.7	87.1	49	56.9	43.8	72
52	183.7	183.8	68.8	53	83.9	80.2	76.3
52	183.8	183.9	61.8	32.2	66	67.9	63.9

IRI DATA FOR PCN 23641 PROJECT NO. INF-NH-4-052(104)141							
HWY 52, Northbound Survey Data Collection Date = 7/16/2024							
HWY	Start-Mi	End-Mi	IRI_Left Wheel Path	Standard Deviation	IRI_Right Wheel Path	Standard Deviation	IRI_AVERAGE
52	183.9	184	84.7	58.9	70.5	72.4	77.6
52	184	184.1	72.4	40.4	66.9	41.1	69.7
52	184.1	184.2	118.8	75.2	70.6	57.4	94.7
52	184.2	184.3	89.7	63.5	46.2	27.4	68
52	184.3	184.4	93.7	56.5	52.2	35	72.9
52	184.4	184.5	108.6	89.5	47.8	26.5	78.2
52	184.5	184.6	78.7	39.5	50.5	31.8	64.6
52	184.6	184.7	63.7	33.8	50.1	30.3	56.9
52	184.7	184.8	68.2	39.7	43.6	26.9	55.9
52	184.8	184.9	88.6	62	57.2	44.4	72.9
52	184.9	185	96	53.7	63.6	45.1	79.8
52	185	185.1	93.3	58.8	54.8	30.5	74.1
52	185.1	185.2	71.4	56.7	49	36.5	60.2
52	185.2	185.3	105.2	71.7	73.8	61.7	89.5
52	185.3	185.4	86.7	66.4	73.4	53.3	80
52	185.4	185.5	71.2	49.5	92.7	68.9	82
52	185.5	185.6	72.4	53.3	77.4	42.4	74.9

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

MATERIALS PIT LIST

GENERAL NOTES

NOTES: All pit data for the **November 21, 2025** bid opening has been carefully prepared and is believed to be correct insofar as reliable preliminary pit information can reasonably be obtained. The contractors are advised to check all pit information before bidding.

It is recommended all bidders discuss pertinent pit data with the Materials and Research Engineer prior to the bid opening. Information such as field notes, field loggings, and comments may not be included in the materials pit list or boring logs. This additional information if present would be in the respective pit file at the Materials and Research Division.

Field logging by prospecting crews may list silt, clay, or silty clay. Our test hole plat will show silt-clay for those listings because the Department does not test to determine what percent is clay and what percent is silt.

Each pit shall be operated to prevent waste and to make the best use of the deposit and to produce a uniform gradation for the item of work under construction. Usually, the material will be removed to the full width and depth of the deposit. The purpose is to exhaust the portion of the pit being worked so the stripping or topsoil can be pushed into this exhausted area and smoothed, thereby eliminating the necessity of covering unused material in the pit unless the owner agrees otherwise.

In the use of pits, the contractor is required to comply with all federal, state, and local laws, regulations and permits.

In the use of department-owned or optioned pits, the contractor shall fulfill all obligations imposed on the Department under the Department's options or agreements.

Project: INF-NH-4-052(104)141 and tied project HEN-INF-4-052(101)167

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
MATERIALS PIT LIST**

Material	Location	Approximate Quantity	Price and Ownership
PROJECTS INF-NH-4-052(104)141 AND TIED PROJECT HEN-INF-4-052(101)167 – HOT BIT PAVE /MILLING/SUBCUT AND INTERSECT IMP – US 52 FROM RP: 141.140 TO RP: 185.639 AND US 52 FROM INTERSECTION OF US 52 7 ND 3-HARVEY – WELLS AND VARIOUS COUNTIES			
Aggregate	NE1/4 34-155-77	335,713 ton (see below)	State Optioned until December 31, 2029 for 112.5¢ per cu.yd or 75.0¢ per ton. Helen Anderson, 108 5 th Ave SW Apt. #2, Towner, ND 58788 Telephone: 701-537-5382

% Pass	A	B	C	D	E	F	G	H	I
1"	85	85	84	80	83	85	88	84	81
3/4"	74	76	77	72	74	77	82	76	74
5/8"	69	71	71	67	68	71	76	71	68
1/2"	62	64	64	60	60	64	68	63	62
No. 4	46	47	47	43	43	47	48	45	45
No. 8	41	42	41	37	37	41	40	39	39
No. 10	40	41	39	36	36	40	39	38	37
No. 16	36	37	35	32	32	35	35	34	33
No. 30	26	27	23	21	22	23	25	25	22
No. 40	16	18	15	15	14	15	16	15	13
No. 50	11	9	9	9	9	9	9	9	8
No. 100	5	4	4	4	4	4	4	4	4
No. 200	3.0	2.5	2.7	2.4	2.7	2.8	2.7	2.3	2.5
+No. 4*	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
-No. 4**	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total***	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project: INF-NH-4-052(104)141 and tied project HEN-INF-4-052(101)167

Wt/cf ls	116.4	118.5	116.8	120.8	116.0	116.0	114.8	118.7	115.6
Wt/cf rd	125.9	124.9	123.1	129.9	127.5	122.5	123.2	124.8	123.7
P.I.(-40)	NP	NP	NP	NP	NP	NP	NP	NP	NP

L.A. Abrasion Loss 19.4% Combined Sample

*Plus No. 4 fraction - percent by weight of total sample

**Minus No. 4 fraction - Plus No. 30 fraction - percent by percent by weight of total sample

***In total sample

<u>Size</u>	<u>Aggregate Type</u>	<u>Sieves</u>	<u>Water Absorption</u>
-5/8" +No. 4	natural rock	+ No. 4	1.1 %
Minus No. 4	natural fines	- No. 4	1.6 %

NOTE: The water absorption data is to be used for information purposes. Water absorption numbers may vary throughout the pit. The contractor shall be responsible for verifying the actual absorption prior to using the material in the project. This pit has been mined and used for multiple projects and there are multiple piles of processed materials on the pit. You will have to discuss ownership of piles with landowner if you plan on incorporating any of them. This deposit has a lot of oversize rock most ranging between 1 ½" to 4" size with some rock up to 6". Some layers of clay were encountered. The above stated quantity will not be correct due to use, and you will need to verify the material is there for the project before bidding. Please check with landowner to see if a cattle guard must be installed and maintained to keep animals from leaving land. This deposit was shown for projects NH-3-002(177)199 and tied project NH-4-002(144)194 and they will have priority in use. Previously awarded projects will have priority in use of materials and contractors must contact companies that are awarded these projects for information on availability.

NDDOT Material Source Certificate of Approval is attached at the end of this job pit list.

Interested bidders are advised to investigate all the details concerning these deposits to their own satisfaction before considering them for bidding purposes.

Project: INF-NH-4-052(104)141 and tied project HEN-INF-4-052(101)167

Aggregate S1/2NE1/4 14-154-78

475,800 ton

State Optioned until December 31, 2029
for 112.5¢ per cu.yd or 75.0¢ per ton. Eric
& Nicole Espeseth 407 Riverside Drive.
Velva, ND 58790 Telephone:
701-849-3999

% Pass	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1"	91	92	91	93	93	92	90	92	91	92	95	94	94	94
3/4"	87	87	85	90	89	87	83	87	87	87	90	90	89	90
5/8"	85	84	83	87	86	84	79	82	84	84	88	87	85	87
1/2"	81	80	78	84	82	79	73	77	80	79	83	82	81	84
No. 4	64	64	60	69	63	61	53	56	62	60	64	64	62	68
No. 8	52	51	52	58	53	50	40	47	48	51	53	53	48	55
No. 10	50	49	50	55	51	47	38	44	45	48	50	50	45	52
No. 16	40	39	43	44	41	38	29	34	34	39	39	39	35	41
No. 30	24	22	28	21	20	20	15	15	14	18	17	16	16	18
No. 40	17	16	19	14	12	12	10	10	8	11	11	10	10	10
No. 50	13	12	15	10	8	9	7	7	5	7	7	7	7	7
No. 100	8	6	6	6	4	5	5	3	3	4	4	4	4	4
No. 200	5.4	4.2	3.7	3.9	2.5	3.1	3.2	2.3	2.3	2.5	2.2	2.5	2.3	2.4
+No. 4*	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
-No. 4**	0.1	0.2	0.0	0.1	0.1	0.1	0.0	0.4	0.4	0.1	0.1	0.1	0.2	0.2
Total***	0.1	0.3	0.0	0.1	0.1	0.1	0.0	0.4	0.4	0.1	0.1	0.2	0.2	0.2
Wt/cf ls	106.3	104.4	109.5	112.6	110.0	107.7	110.2	109.4	109.7	110.6	109.7	110.9	108.8	104.0
Wt/cf rd	119.8	118.1	121.7	120.2	119.2	121.2	120.2	121.1	119.0	117.8	121.4	120.9	119.1	118.8
P.I.(-40)	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP

L.A. Abrasion Loss 21.4% Combined Sample

*Plus No. 4 fraction - percent by weight of total sample

**Minus No. 4 fraction - Plus No. 30 fraction - percent by percent by weight of total sample

***In total sample

Project: INF-NH-4-052(104)141 and tied project HEN-INF-4-052(101)167

<u>Size</u>	<u>Aggregate Type</u>	<u>Sieves</u>	<u>Water Absorption</u>
-5/8" +No. 4	natural rock	+ No. 4	1.3 %
Minus No. 4	natural fines	- No. 4	1.8 %

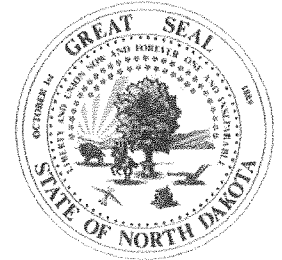
NOTE: The water absorption data is to be used for information purposes. Water absorption numbers may vary throughout the pit. The contractor shall be responsible for verifying the actual absorption prior to using the material in the project. We encountered a large amount of oversize rock 2"-8" in every hole we dug throughout the entire pit. For the most part the sands were very well graded. We did have a lot of cave ins which prevented us from getting to full depth in almost all holes. We encountered some layers of fine sand and clay in some of the deposit. We did some randoms down on the bottom shelf to the south end which had very good gravel, but it was shallow and ended either in clay or water line. Please check with landowners to see if a cattle guard must be installed and maintained to keep animals from leaving land. This deposit was shown for projects NH-3-002(177)199 and tied project NH-4-002(144)194 and they will have priority in use. Previously awarded projects will have priority in use of materials and contractors must contact companies that are awarded these projects for information on availability.

NDDOT Material Source Certificate of Approval is attached at the end of this job pit list.

Interested bidders are advised to investigate all the details concerning these deposits to their own satisfaction before considering them for bidding purposes.

NDDOT Material Source Certificate of Approval

MH-1049



Pit Name:
Anderson

NE1/4

S. 34 T. 155 N, R 77 W

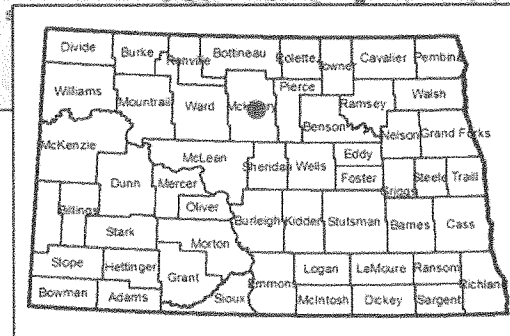
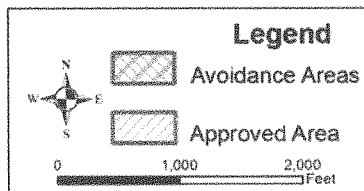
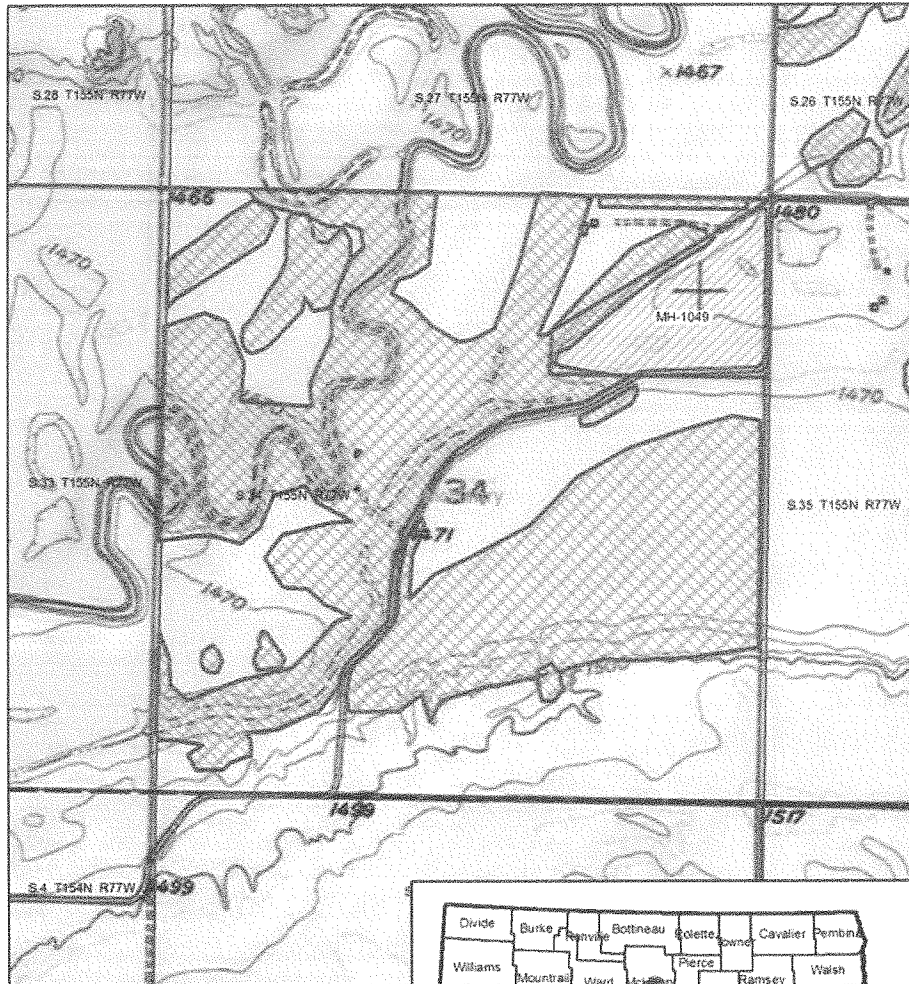
County: McHenry

Conditions:

This location is approved for use, provided all avoidance areas shown on the map are avoided and all Conditions listed above and below are complied with.

NDDOT advises that all applicants (contractors or their representatives) may be subject to meeting certain legal responsibilities pursuant to one or more of the following authorities administered by the USFWS: Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.); Endangered Species Act (ESA) (16 U.S.C. 1531 et seq.); and Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d, 54 Stat. 250). It is the responsibility of the applicants and/or any individual conducting activities at any approved site to fulfill the requirements of these Acts. The contractor will be responsible obtaining all applicable permits outlined in Section 107 of the Standard Specifications for Road and Bridge Construction (SSRBC). Additionally, contractor will be responsible for any impacts to wetlands, including permitting those impacts and mitigating the loss of the wetlands. As with all projects, if cultural artifacts and/or features (e.g., stone tools, fire hearths, stone circles, burials) are encountered, provisions outlined in Section 107.06 of SSRBC shall be followed.

This approval does not imply landowner permission to acquire material at this location. An agreement with the landowner is still necessary. If you have any questions regarding material sources please email materialsource@nd.gov



NDDOT Material Source Certificate of Approval

MH-1080



Pit Name:
Espeseth

S1/2NE1/4, SE1/4NE1/4NE1/4 S. 14 T. 154 N, R 78 W

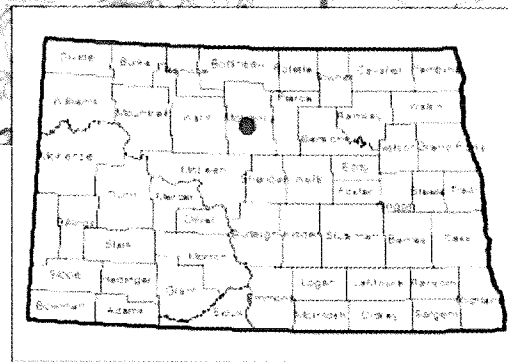
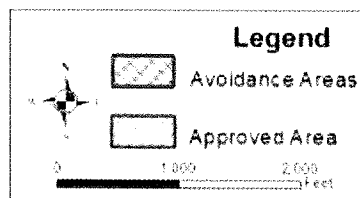
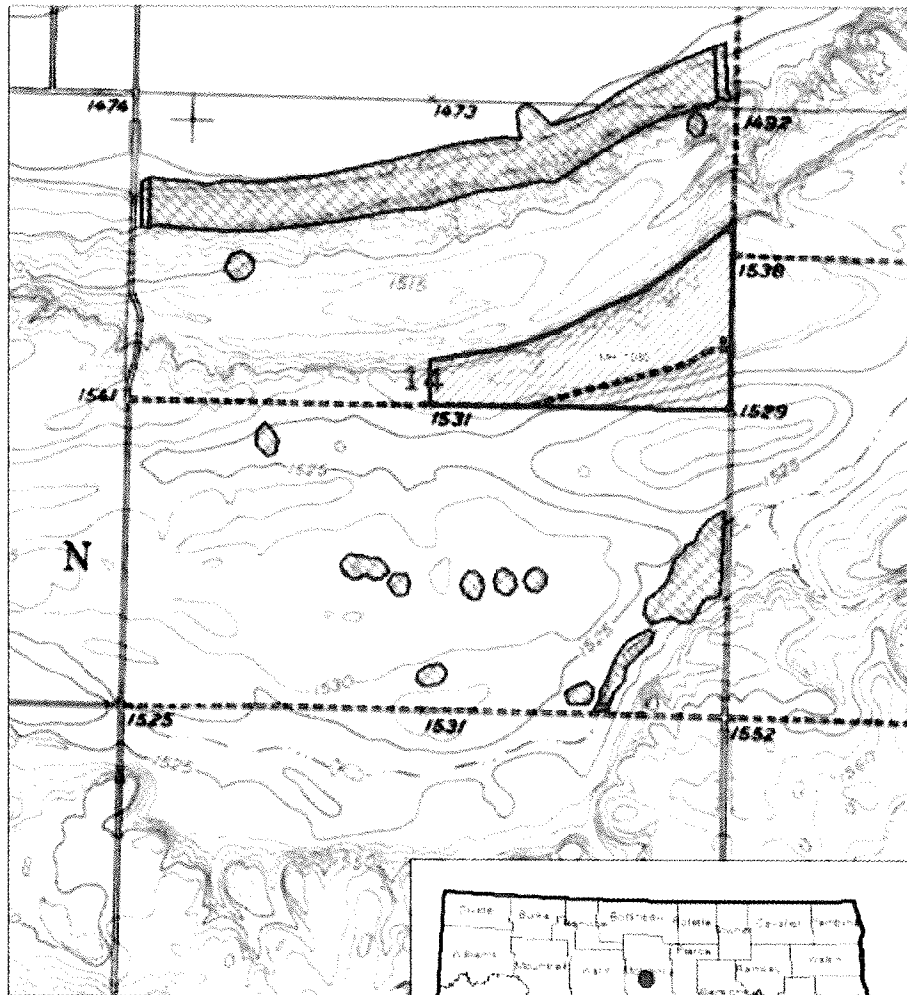
County: **McHenry**

Conditions:

This location is approved for use, provided all avoidance areas shown on the map are avoided and all Conditions listed above and below are complied with.

NDDOT advises that all applicants (contractors or their representatives) may be subject to meeting certain legal responsibilities pursuant to one or more of the following authorities administered by the USFWS: Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.); Endangered Species Act (ESA) (16 U.S.C. 1531 et seq.); and Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d, 54 Stat. 250). It is the responsibility of the applicants and/or any individual conducting activities at any approved site to fulfill the requirements of these Acts. The contractor will be responsible obtaining all applicable permits outlined in Section 107 of the Standard Specifications for Road and Bridge Construction (SSRBC). Additionally, contractor will be responsible for any impacts to wetlands, including permitting those impacts and mitigating the loss of the wetlands. As with all projects, if cultural artifacts and/or features (e.g., stone tools, fire hearths, stone circles, burials) are encountered, provisions outlined in Section 107.06 of SSRBC shall be followed.

This approval does not imply landowner permission to acquire material at this location. An agreement with the landowner is still necessary. If you have any questions regarding material sources please email materialsource@nd.gov



NOTES

Revised 11/3/2025

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	HEN-4-052(101)167	6	2

704-P01 TRAFFIC CONTROL PHASING: The roadway is proposed to be built under three phases utilizing detours for the first two phases.

Phase 1: US 52B will be closed to traffic to remove the existing US 52B slip lanes and build to new US 52 / US 52B T-intersection. A detour onto ND 3 will be utilized for phase 1.

Phase 2: ND 3 will be closed to thru traffic to remove the ND 3 slip lane and construct the overlay and shoulders. A detour on the newly constructed US 52B will be utilized for phase 2.

Phase 3: ND 3 north of the US 52B / ND 3 intersection will be closed to remove and install the centerline culvert. A detour on the newly constructed US 52B will be utilized for phase 3.

See section 100 for phasing work areas and detour layouts.

714-P01 PIPE EXTENSIONS: Remove silted-in material from pipes before extending them. Reshape the ditch bottom and around the pipe to maintain positive drainage from the end of the extended pipe. Provide dewatering if necessary, according to site conditions. Include the costs of silt removal and dewatering in the price bid for pipe installation.

754-P01 REMOVE SIGNS: Remove the existing sign panels at the locations shown in the plans.

Deliver the sign panels to the NDDOT Maintenance Storage Yard in Minot ND, and neatly stack them at a location designated by the Engineer. The address of the NDDOT Maintenance Storage Yard is:

MINOT DISTRICT OFFICE NDDOT
1305 Highway 2 Bypass East
Minot, ND 58701

Include all cost for removal and delivery of existing sign panels in the contract unit price for "Flat Sheet for Signs-Type IV Reflective Sheeting."

762-050 PAVEMENT MARKING: If the Engineer and Contractor agree, plan quantity will be used as the measurement for payment for pavement marking items.



ESTIMATE OF QUANTITIES

STATE	PROJECT NO.	SECTION NO.	SHEET NO.
ND	HEN-INF-4-052(101)167	8	1

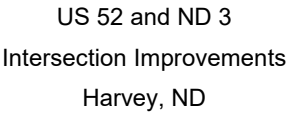
REVISED 11/05/2025

SPEC	CODE	ITEM DESCRIPTION	UNIT	HEN-INF-4-052(101)167	TOTAL
----	----	-----	----	-----	-----
103	0100	CONTRACT BOND	L SUM	0.06	0.06
202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	6,858	6,858
202	0170	REMOVAL OF CULVERTS-ALL TYPES & SIZES	LF	190	190
203	0101	COMMON EXCAVATION-TYPE A	CY	11,610	11,610
203	0109	TOPSOIL	CY	4,191	4,191
203	0119	TOPSOIL-IMPORTED	CY	1,103	1,103
203	0140	BORROW-EXCAVATION	CY	1,052	1,052
216	0100	WATER	M GAL	208	208
230	0165	SUBGRADE PREPARATION-TYPE A-12IN	STA	6	6
251	0200	SEEDING CLASS II	ACRE	6.5	6.5
251	2000	TEMPORARY COVER CROP	ACRE	6.5	6.5
253	0101	STRAW MULCH	ACRE	13	13
255	0103	ECB TYPE 3	SY	107	107
256	0200	RIPRAP GRADE II	CY	48	48
260	0300	SILT FENCE	LF	2,151	2,151
260	0301	REMOVE SILT FENCE	LF	2,151	2,151
261	0112	FIBER ROLLS 12IN	LF	2,653	2,653
261	0113	REMOVE FIBER ROLLS 12IN	LF	172	172
302	0120	AGGREGATE BASE COURSE CL 5	TON	3,560	3,560
401	0050	TACK COAT	GAL	1,330	1,330
401	0060	PRIME COAT	GAL	6,891	6,891
401	0070	FOG SEAL	GAL	1,299	1,299
411	0112	MILLING PAVEMENT SURFACE - 1 INCH	SY	3,410	3,410
430	0045	SUPERPAVE FAA 45	TON	1,526	1,526
430	1000	CORED SAMPLE	EA	13	13
430	5818	PG 58H-34 ASPHALT CEMENT	TON	93	93
702	0100	MOBILIZATION	L SUM	0.06	0.06
704	0100	FLAGGING	MHR	120	120
704	1000	TRAFFIC CONTROL SIGNS	UNIT	1,448	1,448
704	1052	TYPE III BARRICADE	EA	28	28
704	1060	DELINEATOR DRUMS	EA	28	28
704	1080	STACKABLE VERTICAL PANELS	EA	30	30

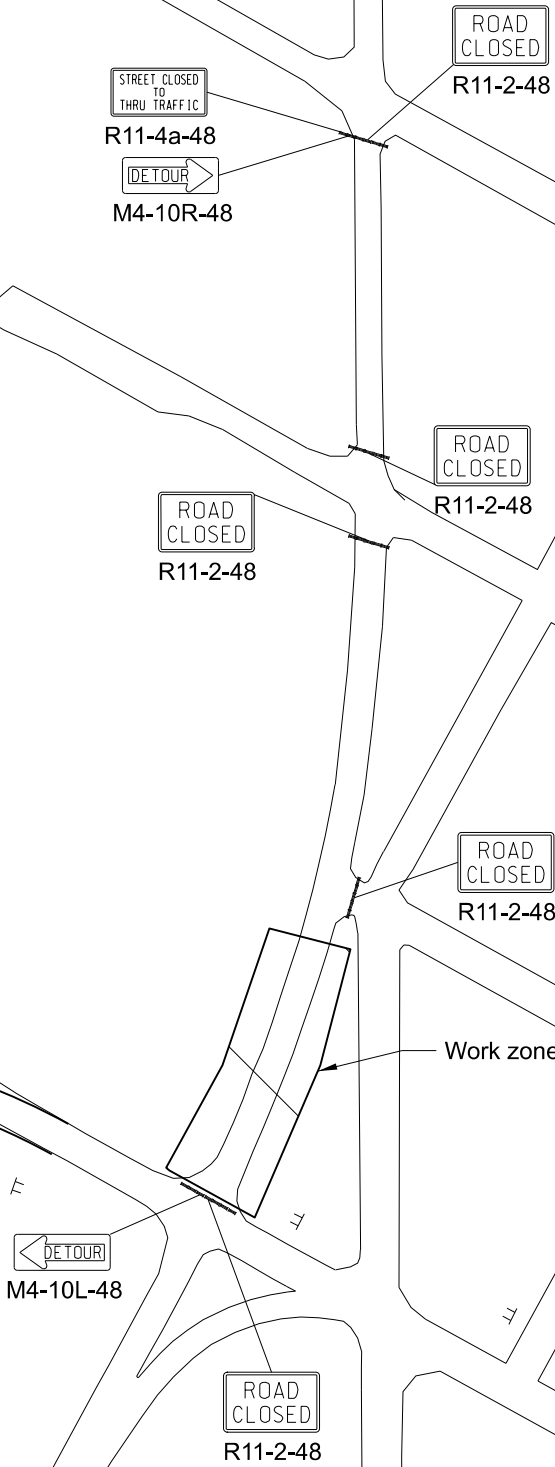
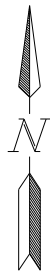
[illegible][illegible]

704-1000	TRAFFIC CONTROL SIGNS	TOTAL UNITS	1448
----------	-----------------------	-------------	------

NOTE:
If additional signs are required, units will be calculated using the formula from Section III-18.06 of the Design Manual.
<http://www.dot.nd.gov/>



Revised	11/3/25	STATE	PROJECT NO.	SECTION NO.	SHEET NO.
		ND	HEN-4-052(101)167	100	6



KEY

Type III barricade

Delineator drum

Sign

Work Zone Phase 3



Work Zone Phase Details

US 52 and ND 3 Intersection Improvements

Harvey, ND